



Hongkong Daily Press.

ESTABLISHED 1857

Registered as a Newspaper at the General Post Office in the United Kingdom

YOU CAN DEFY
THE INJURIOUS
GLARE OF THE SUN
BY WEARING
CROOKES' GLASSES
OBTAINABLE FROM
N. LAZARUS,
Optician,
12, Queen's Road C.

No. 20,006

號六零萬二第

日二十月六年戌壬

HONGKONG, FRIDAY, AUGUST 4th, 1922.

五拜禮

號四月八年一十國民華中

PRICE, \$3 PER MONTH

INTIMATION
A NEW SPECIALITY:
BASS' LIGHT
SPARKLING ALE
PURPLE TRIANGLE.

Specially brewed for hot
climate. lighter than the
well-known Red Triangle.

CALDBECK,
MACGREGOR
& CO., LTD.

15, QUEEN'S ROAD, CENTRAL.

TELEPHONE No. 75.

CARTRIDGES!
NEWLY ARRIVED.

A large consignment of ELEY'S
SPORTING CARTRIDGES, 12,
16 and 20 bore, loaded with the Sportsman's
favorite powders—E. C. and SMOKE-
LESS DIAMOND.
THE HONGKONG SPORTING ARMS
& AMMUNITION STORE.
Nos. 5-6, Beaconsfield Arcade

A LING & CO.,
19, Queen's Road Central,
HONGKONG.

FURNITURE AND PHOTO
GOODS STORE.
Glass Etching, Sign-Board and
Mirror Maker.
Canton Marble in Various Shades.
Photographic Goods of Every Description
in Stock.
Developing, Printing and Enlarging
Undertaken.
Telephone 1219.

FRENCH LESSONS
G. MOUSSON.

15, Morrison Hill Road.

PEAK TRAMWAY CO.
LIMITED.

TIME-TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m. every 15 minutes.
8.00 " " 9.30 " " 10 " "
9.30 " " 11.00 " " 15 " "
11.30 " " 12.30 p.m. " 15 " "
12.30 p.m. " 2.30 " " 10 " "
2.30 " " 4.00 " " 15 " "
4.00 " " 8.10 " " 10 " "
NIGHT CARS.
8.50 p.m. to 9.00 p.m., 9.20 p.m.
9.20 p.m. to 11.30 p.m. every 30 minutes
11.45 p.m.
SATURDAY.
Extra Car—12 midnight.

SUNDAYS.
7.30 a.m. to 7.45 a.m.
8.00 a.m. to 9.30 a.m. every 15 minutes
9.30 " " 11.00 " " 15 " "
11.30 " " 12.00 noon " 15 " "
12.00 noon " 1.00 p.m. " 10 " "
1.00 p.m. " 4.00 " " 15 " "
4.00 " " 8.10 " " 10 " "
NIGHT CARS.

As on Week Days
SPECIAL CARS by arrangement at
the Company's Office, Alexandra Buildings,
Des Voeux Road.
Season and punch tickets available for
all cars, not already full, running at the
time stated in the Company's time-tables,
but not for special cars, can be obtained on
application at the Company's Office. No
Season tickets will be issued until payment
thereof has been made in Bank Notes or
Cheques or Compro Order represent-
Bank Notes

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after FRIDAY, September 18th, 1921 until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Stations		No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11	No. 12	No. 13	No. 14	No. 15	No. 16	No. 17	No. 18	No. 19	No. 20	No. 21	No. 22	No. 23	No. 24	No. 25	No. 26	No. 27	No. 28	No. 29	No. 30	No. 31	No. 32	No. 33	No. 34	No. 35	No. 36	No. 37	No. 38	No. 39	No. 40	No. 41	No. 42	No. 43	No. 44	No. 45	No. 46	No. 47	No. 48	No. 49	No. 50	No. 51	No. 52	No. 53	No. 54	No. 55	No. 56	No. 57	No. 58	No. 59	No. 60	No. 61	No. 62	No. 63	No. 64	No. 65	No. 66	No. 67	No. 68	No. 69	No. 70	No. 71	No. 72	No. 73	No. 74	No. 75	No. 76	No. 77	No. 78	No. 79	No. 80	No. 81	No. 82	No. 83	No. 84	No. 85	No. 86	No. 87	No. 88	No. 89	No. 90	No. 91	No. 92	No. 93	No. 94	No. 95	No. 96	No. 97	No. 98	No. 99	No. 100	No. 101	No. 102	No. 103	No. 104	No. 105	No. 106	No. 107	No. 108	No. 109	No. 110	No. 111	No. 112	No. 113	No. 114	No. 115	No. 116	No. 117	No. 118	No. 119	No. 120	No. 121	No. 122	No. 123	No. 124	No. 125	No. 126	No. 127	No. 128	No. 129	No. 130	No. 131	No. 132	No. 133	No. 134	No. 135	No. 136	No. 137	No. 138	No. 139	No. 140	No. 141	No. 142	No. 143	No. 144	No. 145	No. 146	No. 147	No. 148	No. 149	No. 150	No. 151	No. 152	No. 153	No. 154	No. 155	No. 156	No. 157	No. 158	No. 159	No. 160	No. 161	No. 162	No. 163	No. 164	No. 165	No. 166	No. 167	No. 168	No. 169	No. 170	No. 171	No. 172	No. 173	No. 174	No. 175	No. 176	No. 177	No. 178	No. 179	No. 180	No. 181	No. 182	No. 183	No. 184	No. 185	No. 186	No. 187	No. 188	No. 189	No. 190	No. 191	No. 192	No. 193	No. 194	No. 195	No. 196	No. 197	No. 198	No. 199	No. 200	No. 201	No. 202	No. 203	No. 204	No. 205	No. 206	No. 207	No. 208	No. 209	No. 210	No. 211	No. 212	No. 213	No. 214	No. 215	No. 216	No. 217	No. 218	No. 219	No. 220	No. 221	No. 222	No. 223	No. 224	No. 225	No. 226	No. 227	No. 228	No. 229	No. 230	No. 231	No. 232	No. 233	No. 234	No. 235	No. 236	No. 237	No. 238	No. 239	No. 240	No. 241	No. 242	No. 243	No. 244	No. 245	No. 246	No. 247	No. 248	No. 249	No. 250	No. 251	No. 252	No. 253	No. 254	No. 255	No. 256	No. 257	No. 258	No. 259	No. 260	No. 261	No. 262	No. 263	No. 264	No. 265	No. 266	No. 267	No. 268	No. 269	No. 270	No. 271	No. 272	No. 273	No. 274	No. 275	No. 276	No. 277	No. 278	No. 279	No. 280	No. 281	No. 282	No. 283	No. 284	No. 285	No. 286	No. 287	No. 288	No. 289	No. 290	No. 291	No. 292	No. 293	No. 294	No. 295	No. 296	No. 297	No. 298	No. 299	No. 300	No. 301	No. 302	No. 303	No. 304	No. 305	No. 306	No. 307	No. 308	No. 309	No. 310	No. 311	No. 312	No. 313	No. 314	No. 315	No. 316	No. 317	No. 318	No. 319	No. 320	No. 321	No. 322	No. 323	No. 324	No. 325	No. 326	No. 327	No. 328	No. 329	No. 330	No. 331	No. 332	No. 333	No. 334	No. 335	No. 336	No. 337	No. 338	No. 339	No. 340	No. 341	No. 342	No. 343	No. 344	No. 345	No. 346	No. 347	No. 348	No. 349	No. 350	No. 351	No. 352	No. 353	No. 354	No. 355	No. 356	No. 357	No. 358	No. 359	No. 360	No. 361	No. 362	No. 363	No. 364	No. 365	No. 366	No. 367	No. 368	No. 369	No. 370	No. 371	No. 372	No. 373	No. 374	No. 375	No. 376	No. 377	No. 378	No. 379	No. 380	No. 381	No. 382	No. 383	No. 384	No. 385	No. 386	No. 387	No. 388	No. 389	No. 390	No. 391	No. 392	No. 393	No. 394	No. 395	No. 396	No. 397	No. 398	No. 399	No. 400	No. 401	No. 402	No. 403	No. 404	No. 405	No. 406	No. 407	No. 408	No. 409	No. 410	No. 411	No. 412	No. 413	No. 414	No. 415	No. 416	No. 417	No. 418	No. 419	No. 420	No. 421	No. 422	No. 423	No. 424	No. 425	No. 426	No. 427	No. 428	No. 429	No. 430	No. 431	No. 432	No. 433	No. 434	No. 435	No. 436	No. 437	No. 438	No. 439	No. 440	No. 441	No. 442	No. 443	No. 444	No. 445	No. 446	No. 447	No. 448	No. 449	No. 450	No. 451	No. 452	No. 453	No. 454	No. 455	No. 456	No. 457	No. 458	No. 459	No. 460	No. 461	No. 462	No. 463	No. 464	No. 465	No. 466	No. 467	No. 468	No. 469	No. 470	No. 471	No. 472	No. 473	No. 474	No. 475	No. 476	No. 477	No. 478	No. 479	No. 480	No. 481	No. 482	No. 483	No. 484	No. 485	No. 486	No. 487	No. 488	No. 489	No. 490	No. 491	No. 492	No. 493	No. 494	No. 495	No. 496	No. 497	No. 498	No. 499	No. 500	No. 501	No. 502	No. 503	No. 504	No. 505	No. 506	No. 507	No. 508	No. 509	No. 510	No. 511	No. 512	No. 513	No. 514	No. 515	No. 516	No. 517	No. 518	No. 519	No. 520	No. 521	No. 522	No. 523	No. 524	No. 525	No. 526	No. 527	No. 528	No. 529	No. 530	No. 531	No. 532	No. 533	No. 534	No. 535	No. 536	No. 537	No. 538	No. 539	No. 540	No. 541	No. 542	No. 543	No. 544	No. 545	No. 546	No. 547	No. 548	No. 549	No. 550	No. 551	No. 552	No. 553	No. 554	No. 555	No. 556	No. 557	No. 558	No. 559	No. 560	No. 561	No. 562	No. 563	No. 564	No. 565	No. 566	No. 567	No. 568	No. 569	No. 570	No. 571	No. 572	No. 573	No. 574	No. 575	No. 576	No. 577	No. 578	No. 579	No. 580	No. 581	No. 582	No. 583	No. 584	No. 585	No. 586	No. 587	No. 588	No. 589	No. 590	No. 591	No. 592	No. 593	No. 594	No. 595	No. 596	No. 597	No. 598	No. 599	No. 600	No. 601	No. 602	No. 603	No. 604	No. 605	No. 606	No. 607	No. 608	No. 609	No. 610	No. 611	No. 612	No. 613	No. 614	No. 615	No. 616	No. 617	No. 618	No. 619	No. 620	No. 621	No. 622	No. 623	No. 624	No. 625	No. 626	No. 627	No. 628	No. 629	No. 630	No. 631	No. 632	No. 633	No. 634	No. 635	No. 636	No. 637	No. 638	No. 639	No. 640	No. 641	No. 642	No. 643	No. 644	No. 645	No. 646	No. 647	No. 648	No. 649	No. 650	No. 651	No. 652	No. 653	No. 654	No. 655	No. 656	No. 657	No. 658	No. 659	No. 660	No. 661	No. 662	No. 663	No. 664	No. 665	No. 666	No. 667	No. 668	No. 669	No. 670	No. 671	No. 672	No. 673	No. 674	No. 675	No. 676	No. 677	No. 678	No. 679	No. 680	No. 681	No. 682	No. 683	No. 684	No. 685	No. 686	No. 687	No. 688	No. 689	No. 690	No. 691	No. 692	No. 693	No. 694	No. 695	No. 696	No. 697	No. 698	No. 699	No. 700	No. 701	No. 702	No. 703	No. 704	No. 705	No. 706	No. 707	No. 708	No. 709	No. 710	No. 711	No. 712	No. 713	No. 714	No. 715	No. 716	No. 717	No. 718	No. 719	No. 720	No. 721	No. 722	No. 723	No. 724	No. 725	No. 726	No. 727	No. 728	No. 729	No. 730	No. 731	No. 732	No. 733	No. 734	No. 735	No. 736	No. 737	No. 738	No. 739	No. 740	No. 741	No. 742	No. 743	No. 744	No. 745	No. 746	No. 747	No. 748	No. 749	No. 750	No. 751	No. 752	No. 753	No. 754	No. 755	No. 756	No. 757	No. 758	No. 759	No. 760	No. 761	No. 762	No. 763	No. 764	No. 765	No. 766	No. 767	No. 768	No. 769	No. 770	No. 771	No. 772	No. 773	No. 774	No. 775	No. 776	No. 777	No. 778	No. 779	No. 780	No. 781	No. 782	No. 783	No. 784	No. 785	No. 786	No. 787	No. 788	No. 789	No. 790	No. 791	No. 792	No. 793	No. 794	No. 795	No. 796	No. 797	No. 798	No. 799	No. 800	No. 801	No. 802	No. 803	No. 804	No. 805	No. 806	No. 807	No. 808	No. 809	No. 810	No. 811	No. 812	No. 813	No. 814	No. 815	No. 816	No. 817	No. 818	No. 819	No. 820	No. 821	No. 822	No. 823	No. 824	No. 825	No. 826	No. 827	No. 828	No. 829	No. 830	No. 831	No. 832	No. 833	No. 834	No. 835	No. 836	No. 837	No. 838	No. 839	No. 840	No. 841	No. 842	No. 843	No. 844	No. 845	No. 846	No. 847	No. 848	No. 849	No. 850	No. 851	No. 852	No. 853	No. 854	No. 855	No. 856	No. 857	No. 858	No. 859	No. 860	No. 861	No. 862	No. 863	No. 864	No. 865	No. 866	No. 867	No. 868	No. 869	No. 870	No. 871	No. 872	No. 873	No. 874	No. 875	No. 876	No. 877	No. 878	No. 879	No. 880	No. 881	No. 882	No. 883	No. 884	No. 885	No. 886	No. 887	No. 888	No. 889	No. 890	No. 891	No. 892	No. 893	No. 894	No. 895	No. 896	No. 897	No. 898	No. 899	No. 900	No. 901	No. 902	No. 903	No. 904	No. 905	No. 906	No. 907	No. 908	No. 909	No. 910	No. 911	No. 912	No. 913	No. 914	No. 915	No. 916	No. 917	No. 918	No. 919	No. 920	No. 921	No. 922	No. 923	No. 924	No. 925	No. 926	No. 927	No. 928	No. 929	No. 930	No. 931	No. 932	No. 933	No. 934	No. 935	No. 936	No. 937	No. 938	No. 939	No. 940	No. 941	No. 942	No. 943	No. 944	No. 945	No. 946	No. 947	No. 948	No. 949	No. 950	No. 951	No. 952	No. 953	No. 954	No. 955	No. 956	No. 957	No. 958	No. 959	No. 960	No. 961	No. 962	No. 963	No. 964	No. 965	No. 966	No. 967	No. 968	No. 969	No. 970	No. 971	No. 972	No. 973	No. 974	No. 975	No. 976	No. 977	No. 978	No. 979	No. 980	No. 981	No. 982	No. 983	No. 984	No. 985	No. 986	No. 987	No. 988	No. 989	No. 990	No. 991	No. 992	No. 993	No. 994	No. 995	No. 996	No. 997	No. 998	No. 999	No. 1000	No. 1001	No. 1002	No. 1003	No. 1004	No. 1005	No. 1006	No. 1007	No. 1008	No. 1009	No. 1010	No. 1011	No. 1012	No. 1013	No. 1014	No. 1015	No. 1016	No. 1017	No. 1018	No. 1019	No. 1020	No. 1021	No. 1022	No. 1023	No. 1024	No. 1025	No. 1026	No. 1027	No. 1028	No. 1029	No. 1030	No. 1031	No. 1032	No. 1033	No. 1034	No. 1035	No. 1036	No. 1037	No. 1038	No. 1039	No. 1040	No. 1041	No. 1042	No. 1043	No. 1044	No. 1045	No. 1046	No. 1047	No. 1048	No. 1049	No. 1050	No. 1051	No. 1052	No. 1053	No. 1054	No. 1055	No. 1056	No. 1057	No. 1058	No. 1059	No. 1060	No. 1061	No. 1062	No. 1063	No. 1064	No. 1065	No. 1066	No. 1067	No. 1068	No. 1069	No. 1070	No. 1071	No. 1072	No. 1073	No. 1074	No. 1075	No. 1076	No. 1077	No. 1078	No. 1079	No. 1080	No. 1081	No. 1082	No. 1083	No. 1084	No. 1085	No. 1086	No. 1087	No. 1088	No. 1089	No. 1090	No. 1091	No. 1092	No. 1093	No. 1094	No. 1095	No. 1096	No. 1097	No. 1098	No. 1099	No. 1100	No. 1101	No. 1102	No. 1103	No. 1104	No. 1105	No. 1106	No. 1107	No. 1108	No. 1109	No. 1110	No. 1111	No. 1112	No. 1113	No. 1114	No. 1115	No. 1116	No. 1117	No. 1118	No. 1119	No. 1120	No. 1121	No. 1122	No. 1123	No. 1124	No. 1125	No. 1126	No. 1127	No. 1128	No. 1129	No. 1130	No. 1131	No. 1132	No. 1133	No. 1134	No. 1135	No. 1136	No. 1137	No. 1138	No. 1139	No. 1140	No. 1141	No. 1142	No. 1143	No. 1144	No. 1145	No. 1146	No. 1147	No. 1148	No. 1149	No. 1150	No. 1151	No. 1152	No. 1153	No. 1154	No. 1155	No. 1156	No. 1157	No. 1158	No. 1159	No. 1160	No. 1161	No. 1162	No. 1163	No. 1164	No. 1165	No. 1166	No. 1167	No. 1168	No. 1169	No. 1170	No. 1171	No. 1172	No. 1173	No. 1174	No. 1175	No. 1176	No. 1177	No. 1178	No. 1179	No. 1180	No. 1181	No. 1182	No. 1183	No. 1184	No. 1185	No. 1186	No. 1187	No. 1188	No. 1189	No. 1190	No. 1191	No. 1192	No. 1193	No. 1194	No. 1195	No. 1196	No. 1197	No. 1198	No. 1199	No. 1200	No. 1201	No. 1202	No. 1203	No. 1204	No. 1205	No. 1206	No. 1207	No. 1208	No. 1209	No. 1210	No. 1211	No. 1212	No. 1213	No. 1214	No. 1215	No. 1216	No. 1217	No. 1218	No. 1219	No. 1220	No. 1221	No. 1222	No. 1223	No. 1224	No. 12
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NEW REGISTRATION LEGISLATION.
INFORMATION DESIRED AS TO EACH MAN'S SPECIAL QUALIFICATIONS.

A meeting of the Legislative Council was held in the Council Chamber yesterday. There were present:—
His Excellency the Officer Administering the Government (Mr. CLAUDE SEYMOUR, C.M.G.).
Hon. the Officer in Command of the Troops (Major-General Sir JOHN FOWLER, K.C.M.G., C.B., D.S.O.).
Hon. Mr. A. G. M. FLETCHER, C.M.G., C.B.E. (Colonial Secretary).
Hon. Mr. J. H. KEIR, C.B.E., K.C. (Attorney-General).
Hon. Mr. E. R. HALLIDAY, O.B.E. (Secretary for Chinese Affairs).
Hon. Mr. E. A. IYING (Director of Education).
Hon. Mr. T. L. PARSONS (Director of Public Works).
Hon. Mr. R. V. D. PARR.
Hon. Mr. A. O. LANG.
Hon. Mr. CROW SANG-SUN.
Hon. Mr. A. R. LOW.
Hon. Mr. H. W. BIRD.
Hon. Mr. NG HON TSE.
Mr. A. DYER BULL (Clerk of Councils).

THE MINUTES OF THE LAST MEETING OF THE COUNCIL WERE CONFIRMED AND SIGNED BY THE PRESIDENT.

TRIBUTE TO THE LATE MR. MURRAY STEWART.

The members of the Council stood in their places while H.E. the PRESIDENT spoke as follows:—Since our last meeting we have heard of the death of Mr. Murray Stewart, who was a member of this Council at various times from the year 1908 to the year 1912. He took the deepest interest in public affairs and his speeches always showed that he had a thorough knowledge of the subject on which he spoke. Outside the Council he will be remembered for the strong attitude that he took up in obtaining for the Colony an open space for the place of land which has become known as the "Anson site," and the wisdom of his action has been fully recognised as this land is now to be used for the erection of the Colony's War Memorial. After he left the Colony in 1912 his interest in local affairs in no way flagged and throughout the War in spite of failing health he worked indefatigably on our behalf in organising and superintending the distribution of the sums of money placed at his disposal by the War Charities Committee. Mr. Murray Stewart was a man of culture and one whose friendship was a thing to be valued. Personally though I only knew him here for a comparatively short time, I much appreciated his talents and his high character. It was with a sense of pain that his old friends witnessed the loss of physical powers which was so apparent when he visited the Colony last year, but the charm of manner and the keen interest in our affairs still remained. He was astonished at the progress made in every direction during the nine years of his absence, and his last words to the friends whom he gathered round him before he left were that though he expected to find us so prosperous there was one thing he knew would not have changed, and that was the affection of those whose friendship he had gained here.

I think it will be the wish of Honourable Members that a message of sympathy should be sent to his brother Mr. Gershom Stewart.

The Hon. Mr. PARR: This Council, sir, cordially endorse all you have said in your true and eloquent reference to the late Mr. Murray Stewart. As a personal friend I can corroborate that he gave of his best in the interests of the Colony, both before and after he became a member of this Council. On his return to the Colony, last autumn, he was able to view with pride the progress that had been made, and he could justly have claimed that he had materially assisted that progress, both while he was residing here and after he left the Colony. The Home where he did similar work for his brother, Mr. Gershom Stewart, M.P., had done for the Colony, and which the Colony greatly appreciated. On behalf of the Unofficial Members of the Council I wish to say, sir, that we cordially support and associate ourselves with the vote of sympathy you have proposed.

After a moment's silence, His Excellency said: The Clerk of Councils will be directed to forward to the relatives an expression of the sympathies of the Council.

FINANCE.
The COLONIAL SECRETARY, by command of H.E. the Officer Administering the Government, laid upon the table Financial Minutes Nos. 42 to 51 and moved that they be referred to the Finance Committee.

The ATTORNEY-GENERAL seconded and the motion was agreed to.

The COLONIAL SECRETARY, by command of H.E. the Officer Administering the Government, laid upon the table the Report of the Finance Committee (No. 7) and moved that it be adopted.

The ATTORNEY-GENERAL seconded and the motion was agreed to.

ACKNOWLEDGMENT OF NOTIFICATION OF INFECTIOUS DISEASE BY LAWS.

The COLONIAL SECRETARY, by command of H.E. the Officer Administering the Government laid on the table the following By-law made under section 16 of the Public Health and Buildings Ordinance, 1900, Ordinance No. 1 of 1900, and moved that it be approved by the Council.

The COLONIAL SECRETARY explained that the amended by-law included rabbits in the list of notifiable infectious diseases and he moved that the amendment be approved by the Legislative Council.

The ATTORNEY-GENERAL seconded and the motion was agreed to.

QUESTIONS.

THE PASSING OF PLANS.

The Hon. Mr. H. W. BIRD, in accordance with notice previously given, asked the following questions:—
1.—In view of the fact that the Government had adopted the recommendation of the Committee appointed to enquire into delays set out in paragraph 6 (iii), (e), (f) and (g) on page 3 of the Committee's report, will the Government state the average period that now elapses between the time when the plans leave the Building Authority's Office, and the notification to that office of the Council's decision?
2.—Does the Government claim that when plans are referred to the Governor in Council the provisions of Sec. 222 Sub-Secs. (2) and (3) of the Public Health and Buildings Ordinance are rendered null and void?
3.—If that is the case will the Government state on what grounds such claim is made?

The COLONIAL SECRETARY replied:—
1.—The average period is 22 days.
2.—Reference to plans to the Governor-in-Council is almost invariably for the purpose of a modification, or exemption from, certain requirements of the Public Health and Buildings Ordinance No. 1 of 1900, which they contravene and, in order to comply with Section 222 thereof, such plans are usually formally referred to the Governor-in-Council. There is, therefore, no question of Section 222 being rendered null and void by reason of any reference to the Governor. It would greatly facilitate and expedite the work of the Buildings Ordinance Office if the Architect adopted the procedure recommended by the Committee referred to in the Hon. Member's first question, namely that applications, should when submitting plans, state clearly what modifications or exemptions they require, under what Sections of the Ordinance.

The Hon. Mr. BIRD: In that case may I say that sub-sections 2 and 3 of Section 202 are reduced to a farce?

H.E. the PRESIDENT: If the hon. member wishes to ask a further question, he must give notice.

GAME PROTECTION ORDINANCE.

The ATTORNEY-GENERAL moved the first reading of a Bill intituled An Ordinance to make provision for the protection of certain Wild Birds and Game. He said: The present Ordinance dealing with this subject—Ordinance No. 15 of 1911—is somewhat unsatisfactory in parts and not very clear. Some of its provisions have not been enforced; for example, those relating to the possession of live pheasants and partridges for sale. Others are not in accordance with the conditions of the Colony; for example, certain birds are given the protection of a close season though they do not breed here. The present Bill is an attempt to re-enact the provisions of the existing Ordinance in a clearer form and with various corrections and alterations. I think the Bill is very much clearer than the present Ordinance and the license, which is given in accordance with the conditions of the schedule, is undoubtedly very much clearer than the present one.

The scheme of the Bill is to divide birds into three classes: Game, consisting of snipe, woodcock, plover, curlew, teal, wild duck, wild geese, partridges, quails, pigeons (and doves), vermin, (namely magpies, kites and hawks); and all other birds (neither game nor vermin). Game birds may be shot under license, with certain restrictions such as those relating to the close season. Vermin, under this Ordinance, may be shot at any time, by anybody, without any license under this Ordinance. Other birds may not be shot at all at any time, except under special license given for scientific and similar purposes. Pheasants have been omitted from the list of birds which may be shot because, I understand it is hoped to lay down a stock of pheasants in the neighbourhood of Fanning and it is desirable to protect pheasants generally, throughout the Colony, owing to their scarcity. Deer are no longer protected under this Ordinance because they are generally a source of annoyance and damage to the cultivators. I referred just now to the form of license that will now be clearly stated, what birds may be shot and at what times. It also draws attention, in what times to the license, to the most important provisions which affect sportsmen and it shows them that the license may, in certain events, be revoked by the Captain Superintendent of Police.

The COLONIAL SECRETARY, by command of H.E. the Officer Administering the Government, laid upon the table the Bill and moved that it be referred to the Committee.

The ATTORNEY-GENERAL seconded and the motion was agreed to.

The question of a close season is dealt with in Clause 7 of the Bill and Regulation 2 of the Schedule. The effect is that partridges and quail are given the same close season as at present, that is from the 1st of February to the 15th of October. The reason why quail are given that close season is that I understand they are found very largely on the same ground as partridges, and if quail shooting were allowed it would have the effect of disturbing the partridges in their breeding season. Doves and pigeons may not be shot under existing law, but I understand they have increased very greatly and they are now under the Bill to be allowed to be shot, except, of course, in the close season, which will extend from the 1st of March to the 15th of October. The question of possession of live pheasants and partridges for sale is a rather complicated and technical one, and it is explained sufficiently, I think, in paragraph 10 of the "Objects and Reasons," and I do not propose to go into that point again.

There are two new provisions in the Bill. One is clause 3, which prohibits the shooting of birds within 200 yards of any inhabited house in Victoria, the Peak or district of Kowloon Peninsula, south of a line drawn from Kowloon Police Station to Shamshui Police Station. The other clause, 12, provides that any person doing injury to growing crops whilst engaged in pursuit of game shall be liable to pay to the owner of the crops such a sum of money, not exceeding \$30, as the Magistrate may determine. The nests and eggs of birds protected by this Bill are, of course, also protected. Clause 13 postpones the commencement of the Ordinance to the 1st of September as existing licenses do not expire until the 31st August.

I think I can summarise, Sir, very shortly, the alterations and differences between the present Bill and the existing law. In the first place the Ordinance is clearer, the license is certainly clearer. Pheasants are now to be protected absolutely and not only during the close season. The reason, as I have said, is that it is hoped to lay some down. Plover will duck and tend to disappear from the close season provision because they do not breed here. Kites, hawks, deer, rabbits and hares are no longer protected under the Bill and may be shot at any time without a license. Deer, as I have said, are a danger to the gardens and fields, and rabbits and hares are practically non-existent here. Doves are now allowed to be shot during the open season. There is some slight change, as I mentioned just now, about the provision for the possession of live partridges and pheasants. There was some discussion about increasing the license fee, but it was decided eventually not to increase it, and it remains at the former figure of \$10. I beg to move the first reading. The COLONIAL SECRETARY seconded and the first reading was approved.

REGISTRATION OF PERSONS ORDINANCE.

QUALIFICATIONS FOR EMERGENCY WORK TO BE RECORDED.

The ATTORNEY-GENERAL moved the first reading of a Bill intituled An Ordinance to provide for the registration of certain persons. He said: This Bill is merely the re-enactment of the existing Registration of Persons Ordinance, with certain limitations. We are proceeding by this method of repeal and re-enactment, partly because it is more convenient for purposes of reference to the law, and partly because misunderstanding may otherwise be caused and people might not know what they are intended now to do under the amended provisions. What is intended is that every person liable to registration, that is, every person who does not come within the first schedule of the Bill, shall register afresh, giving the particulars set out in the second schedule. Persons in the Colony when the Ordinance comes into force will have a month within which to register, persons arriving in the Colony will have a month after arrival, and persons who during the currency of the Ordinance fall outside the excepted classes have a month in which to register.

The principal change, which the Bill makes is that persons who register will have to give particulars of any special qualifications which they may possess and which are not disclosed by the mere statement of a person's profession or occupation. The reason is that it may be known beforehand what each registered person may be able to do in the case of sudden emergency. A note to the second schedule contains suggestions as to how that particular item should be filled up. It is important that a person should give sufficiently full particulars to enable his qualifications to be judged and it is also hoped that people will not be deterred by modesty from stating full particulars even if they are not as full as persons who possess them might wish.

It will also be necessary in future for registered persons to register their business and house telephone numbers; if they have no house telephone number, they must give the number of the nearest telephone to their house. The bill, also contains provisions for keeping the register up-to-date, and it is hoped that everyone liable to registration will co-operate fully with the Government in making the register complete, and keeping it at all times up-to-date. There are certain changes in the law which I have referred to in the "Objects and Reasons" and I need not refer to them here. I beg to move the first reading.

THE DIRECTOR OF PUBLIC WORKS.

The first reading of the Bill was approved.

The Objects and Reasons state:—
1.—This Bill proposes to re-enact the Registration of Persons Ordinance, 1913, and to re-enact the provisions of that Ordinance with certain alterations.
2.—The method of repeal and re-enactment, rather than that of amendment, has been adopted, partly for convenience of reference and partly in order to avoid possible misunderstanding.

3.—Every person liable to registration specified in the First Schedule, will have to register afresh under the new Ordinance. Persons in the Colony at the commencement of the Ordinance will have a month in which to register, and persons arriving in the Colony after the commencement of the Ordinance will have a month after arrival in which to register.

4.—The principal change introduced by the new bill is that in future it will be necessary for everyone liable to registration to state any special qualifications which are not disclosed by the mere statement of the person's profession or occupation. This is in order that it may be known beforehand what each registered person would be able to do in the event of an emergency. A note to the Second Schedule makes some suggestions as to how the special qualification space should be filled up. It will be important to give details from which the extent of the qualification may be gathered. Clause 4 of the bill provides that the returns and register are to be confidential.

5.—The following minor changes have also been made:
6.—Persons arriving in the Colony after the commencement of the Ordinance will have a month in which to register, instead of two weeks as at present. A similar remark applies to persons who may happen, after the commencement of the Ordinance, to come to the Colony in the First Schedule. For example, a soldier who leaves the army in the Colony, or a youth who reaches the age of 10 years, will in future have one month in which to register instead of two weeks as at present.
7.—Every registered person will have to report to the Captain Superintendent of Police, any intended departure from the Colony which is intended to extend, or which may possibly extend, to a period of more than one month.

8.—Returns will no longer be required to be witnessed.
9.—The maximum fine is made \$250 in accordance with what may be called the standard fine for minor offences. Under the present Ordinance it is \$50. The further fine of \$10 a day for continuing offences, has not been changed.
10.—In order to facilitate proof, it is provided that in any criminal proceedings under the Ordinance it shall be presumed that the accused person was liable to registration.

11.—Women are excluded from the Ordinance altogether, and need not register.
12.—Certain particulars have been omitted in the Second Schedule, e.g., particulars as to marriage and place of birth. On the other hand, it will be necessary for each registered person to state his business, telephone number and telephone number. If he has no house telephone number he will be required to give the number of the nearest telephone to his house. The addition of the special qualification item was referred to in paragraph 4 above.

RECREATION GROUNDS AMENDMENT ORDINANCE.

The ATTORNEY-GENERAL moved the first reading of a Bill intituled An Ordinance to amend the Recreation Ground Ordinance, 1900. He said: The revenue derived from the Chinese Recreation Ground, amounts to about \$273 a month and the average expenditure amounts to about \$124, leaving a surplus of \$149 a month. That surplus has been accumulating for many years, and in 1920 the sum of \$10,000 was paid out of the accumulated revenue towards the cost of the new maternity hospital at Sai Ying Pun. It is proposed now to make a monthly payment of \$100 from the surplus revenue of the Chinese Recreation Ground towards the upkeep of the same hospital. The payment of \$10,000 was not directly authorised by the Recreation Ground Ordinance and it is desired now to make that payment legal. It is also desired to take power to contribute \$100 a month in future from surplus revenues to the maternity hospital. I beg to move the first reading.

THE COLONIAL SECRETARY seconded, and the first reading was approved.

The Objects and Reasons state:—
1.—The object of this bill is to give power to apply the surplus revenue derived from the Chinese Recreation Ground to any charitable purpose approved by the Governor. Naturally, only Chinese charities will be so approved. The immediate intention is to contribute \$100 a month to the upkeep of the new Maternity Hospital at Sai Ying Pun. The present revenue from the Chinese Recreation Ground is about \$273 a month, and the average expenditure for the last six months was \$124 a month, leaving a surplus of about \$150 a month.

2.—Clause 2 of the bill is added because in 1920 the sum of \$10,000 was paid out of the accumulated revenue of the Chinese Recreation Ground towards the cost of constructing the above Maternity Hospital, and it is necessary to legalise that payment. The balance to the credit of the Chinese Recreation Ground account on the 31st May, 1922, was \$5,359.91.

SUPPLEMENTARY APPROPRIATION BILL.

The COLONIAL SECRETARY: Sir, I beg to move the first reading of a Bill intituled An Ordinance to authorise the Appropriation of a Supplementary Sum of One million and one thousand two hundred and sixty-two dollars and twelve cents to defray the charges of the year 1921. He said: It is hardly necessary at this stage to comment at any length upon this Bill as hon. members have in their hands the Draft Appropriation Account, which gives in detail the particulars of the sum set out, and any explanation required can be given later in the Finance Committee. The sum which the Council is asked to vote is considerably less than the sum which ordinarily appears in the Supplementary Appropriation Account; but, on the other hand, it is spread over a much greater number of main heads of expenditure.

more than is customary. The explanation is the fall in exchange, which affected the accounts in every department of the Government service. The estimates for 1921 were based on a rate of 3s. 4d. and the average for the year is 2s. 8d. I might mention that, against this sum of \$1,001,392.12 is offset a considerably larger saving of some \$3 million dollars in the five main heads of expenditure which are not shown in this Bill.

The ATTORNEY-GENERAL seconded, and the Bill was read a first time.

THE INDEMNITY BILL.

PETITION PRESENTED BY LOCAL SHIPOWNERS.

The ATTORNEY-GENERAL moved the second reading of the Bill intituled An Ordinance to restrict the taking of legal proceedings in respect of certain acts and matters done during the war and to provide in certain cases remedies in substitution therefor.

The COLONIAL SECRETARY seconded. The ATTORNEY-GENERAL: Sir, certain interested persons wish to be heard by counsel upon this Bill and I beg to move that they now be so heard.

The Hon. Mr. E. V. D. PARR: I second that.

The resolution was carried. Mr. C. G. ALAMASTER, O.B.E., barrister-at-law, then addressed the Council. He said: May it please Your Excellency, and honourable members of the Legislative Council, I propose, with your permission, to follow the practice that was adopted when counsel was heard on the Rents Bill and to read the petition which has been presented to-day, supplementing it, if necessary, by commenting on it as I read it.

The PRESIDENT: I think, perhaps, as a printed copy of the petition is in the hands of hon. members it will be unnecessary to read every word.

Mr. ALAMASTER: That will perhaps shorten it, but my instructions are to oppose this Bill and to protest, in so far as it is possible to protest. This is a petition of a considerable number of steamship companies, some registered in Hongkong and others in Shanghai; with shareholders—men and women—of many different nationalities, some connected with the Colony and some wholly unconnected with it.

Counsel then read the salient paragraphs of the following petition:—

PETITION.

To the Hon. Mr. CLAUD SEVERN, LL.D., the Officer Administering the Government of the Colony of Hongkong for the time being and to the Members of the Legislative Council of the Colony of Hongkong.

The humble Petition of:—
Messrs. The Douglas Steamship Co., Ltd., owners of the steamships Haitan and Haitong.

Messrs. Moller & Co. (Shanghai), Ltd., of Shanghai; owners of the steamships Manapouri and Castlefield (now called Lindsay Moller and Ralph Moller respectively).

Messrs. Carmichael and Clarke of Hongkong, representing the owners of the steamship Brisbane.

The Luen Hing Steamship Co., Ltd., of Hongkong, the owners of the steamship Pheumponh.

The Lai Hing Steamship Co., Ltd., of Hongkong, the owners of the steamship Telemachus.

The Po Shan Steamship Co., Ltd., of Hongkong, the owners of the steamship Haimun.

The Wollwra Steamship Co., Ltd., of Shanghai, the owners of the steamship Wollwra.

On the 11th day of April 1918, the owners of the steamship Lien Shing, Sheweth as follows:—

1.—In or about the month of March, 1918, the Government of Hongkong notified your Petitioners of their decision to bring the said steamships under Hongkong Government control. Your petitioners whilst protesting in every possible way did not oppose the action of the Government of Hongkong at the time being contented, having paid under protest the moneys demanded, to leave the adjustment thereof to a later date as your petitioners considered that their ships were required for furthering the interests of the British Empire in the late war and understood that moneys received by the Hongkong Government by reason of such action would after making adequate compensation to the owners be remitted to England and used in connection with the late war.

2.—On the 11th day of April 1918, our Solicitors Messrs. Deacon, Looker, Deacon and Harston, addressed the following letter to the Honourable Colonial Secretary:—

"Sir,—We have the honour to address you with reference to the bringing under Government control of all steamers flying the British flag which have not yet been requisitioned for Imperial service, and whose ports of registry are either Hongkong or Shanghai.

We are instructed by the owners of the steamships Telemachus, Pheumponh, Haimun, Brisbane, Wollwra, Manapouri, Castlefield and Patriot to represent their interests generally, and particularly as to the remuneration which the Government propose to pay under the above scheme.

The owners have now had the advantage of considering the information which was imparted by the Assistant Colonial Secretary at the Meeting at the Sanitary Board Office held on the 28th March last, when they were informed that the Government propose to pay the tramp Blue Book rates, as to one-third thereof at an exchange of 2/ to the pound, and as to the balance at the rate of exchange of the day of payment, plus 2/8 per ton for Eastern service, and 5 per cent. on the net profits in consideration of the services of the owners in running the ships on behalf of the Government.

The owners instruct us they have also had a number of meetings amongst themselves, at which the Government's proposals have been most carefully considered and discussed.

The owners have come to the conclusion that the remuneration offered by the Government is not only wholly inadequate but must result in a heavy loss to the owners.

Each of the owners has, in respect of his ship, made out a working account, based on the previous working expenses of his ship, and each individual item, although approximate only, can be substantiated by the owners' books, which books the owners are prepared to produce for inspection to the Government at any time.

We enclose herewith working accounts of the steamships Telemachus, Pheumponh, Haimun, Brisbane, Wollwra, Manapouri, Castlefield and Patriot.

From a perusal of such working accounts it will be seen that when the remuneration proposed to be paid by the Government is placed against the working expenses, the result is a very substantial monthly loss in each individual case.

Unless the Government are prepared to very substantially increase the remuneration, bankruptcy or liquidation will be the inevitable outcome.

From a perusal of the working accounts, the result appears to be as follows:—
s.s. Telemachus a monthly loss of \$8,911.63
" Pheumponh " 4,733.75
" Haimun " 2,849.60
" Brisbane " 607.00
" Wollwra " 4,293.50
" Manapouri " 948.00
" Castlefield " 593.75

Patriot a very substantial loss in view of the requisition of the s.s. Wollwra.

The owners desire us to represent as strongly as possible to His Excellency the Governor, the vital necessity of propounding a new scheme whereby a very much higher remuneration is allocated to the owners, and desire us to point out that it is most inequitable that the shipping trade of this Colony should be selected as the only industry to be taxed. It is well known and has often been pronounced by His Excellency the Governor that the shipping at Hongkong is the life blood of the Colony, that without shipping this Colony cannot exist.

The owners feel certain that His Excellency will appreciate the extraordinary competition which British shipping has to contend with in the Japanese shipping, that unless sufficient inducements are shown to British shipping enterprise the same cannot be expected to flourish. The owners consider that British shipping companies should not be penalised in these times when Japanese shipping companies are building up enormous reserves, and will, unless British shipping is well fostered, become invincible competitors in the not distant future, especially in the Far East.

In view of the working accounts enclosed herewith, in respect of which the owners' rights in full and complete investigation, the owners hope that His Excellency the Governor will see his way to very substantially increase the remuneration now offered.

The owners, whilst being desirous of assisting the Government in every possible way at this serious juncture, consider that their present request is not only reasonable, but such as they are justified in putting forward and pressing under the present circumstances.

The owners desire to make a further request which they deem of vital importance to their interests, which is that a representative from amongst their ranks be appointed by His Excellency the Governor to the sub-committee of the London Shipping Controller, and of his Deputy in the Far East.

This letter is written without prejudice to the owners' rights in every respect, and must not be construed as an admission in any way. We have the honour to be, Sir, Your obedient servants,
(Sd.) DEACON, LOOKER, DEACON AND HARSTON.

The Hon. Colonial Secretary.
3.—On the 19th day of April 1918, our said Solicitors addressed the following letter to the Honourable Colonial Secretary:—

"Sir,—We have the honour to acknowledge receipt of your letter of the 15th instant, No. 1 in 3456/1918.

We have placed the above letter before our clients who are the owners of the ships referred to in our letter of the 11th instant.

Our clients much regret that His Excellency cannot see his way to increase the proposed remuneration, because, as you state, His Excellency is at present bound by instructions from home, but our clients note with pleasure that His Excellency is prepared to assist our clients in every possible way.

Our clients are at present unaware under what legislative authority the above scheme is being carried out, and would be grateful for some enlightenment on the subject.

As far as we ourselves are aware, there are only two legislative authorities under which such a scheme could possibly be brought into operation, and they are as follows:—

(a) Under the Proclamation in the London Gazette of the 3rd August, 1914, the Lords Commissioners of the Admiralty by Warrant under the hand of their Secretary, or under the hand of any Flag Officer of His Majesty's Navy holding any appointment under the Admiralty, are entitled to requisition and take for service any British ship or British vessel as defined in the Merchant Shipping Act, 1894, within the British Isles or the waters adjacent thereto, for such period or time as may be necessary, on condition that the owners of all ships and vessels so requisitioned shall receive pay for their use and for services rendered during their employment in the Government service and compensation for loss or damage thereby occasioned according to the terms to be arranged as soon as possible after the said ship has been taken up,

either by mutual agreement between the Lords Commissioners of the Admiralty and the owners, or failing such agreement, by the Award of a Board of Arbitration to be constituted and appointed for the purpose.

By a Proclamation in the London Gazette of the 14th August, 1914, certain persons were appointed to the Board of Arbitration contemplated by His Majesty's proclamation of the 3rd August, 1914, and Lord Mersey was appointed as President and Mr. William Walton as Vice-President.

By an Order-in-Council dated the 28th of June, 1917, by way of amendment to the Regulations called "the Defence of the Realm Regulations" under the Defence of the Realm (Consolidation) Act 1914, it is provided by Regulation 39 BBB:—

1.—That the Shipping Controller may make orders regulating and giving directions in respect of the nature of the trades in which ships are to be employed, the traffic to be carried therein, and the terms and conditions on which the trade is to be carried, the ports at which cargo is to be loaded or discharged, or passengers embark or disembark (including directions requiring ships to proceed to specified port for the purpose of loading or unloading cargo or embarking or disembarking passengers) the ports at which consignees of cargo are to take delivery thereof, the rates (maxima or minima) to be charged for rates or hire of ships and the carriage of passengers, the form of bills of lading and passenger certificates, and other matters affecting shipping where it appears to the Controller necessary or expedient to make such order for the purpose of making shipping available to the needs of the country, in such manner as to make the best use thereof having regard to the circumstances at the time, provided that any order made under this Regulation shall have effect subject to any Regulations made or Orders given under Regulations 37, 38 or 39.

2.—Any Order made under this Regulation may contain such provisions as to entry inspection of books and documents or otherwise as may appear to the Controller necessary or expedient for the purpose of his duties.

3.—The Shipping Controller may by order requisition or require to be placed at his disposal, in order that they may be used in the manner best suited to the needs of the country, any ship, or any cargo space or passenger accommodation in any ships, or any rights under any charter, freight engagement, or similar contract affecting any ship and require ships so requisitioned to be delivered to the Controller or any persons named by him at such times and at such places as the Controller may require, where it appears to the Controller necessary or expedient to make any such order for the purpose of making shipping available for the needs of the country in such manner as to make the best use thereof having regard to the circumstances of the time.

Such compensation shall be paid in respect of the use of the ship or cargo space or passenger accommodation requisitioned under this Regulation and for service rendered during the use thereof, and for loss or damage thereby occasioned as in default of agreement, may be determined by the Board of Arbitration constituted under the Proclamation of the 3rd of August, 1914, respecting the requisitioning of ships by the Admiralty.

(b) By a Proclamation published in the London Gazette of the 5th August, 1914, bringing into operation the Order-in-Council of the 28th October, 1906, it is provided:—

6.—The Governor may require any person to supply any animals, vehicles, ships, boats, or other personal property belonging to or under the control of such person to the Government, if such property be required in aid of or in connection with the defence of the Colony, and, in default of the person supplying the same, may seize and take possession of and retain such animals, vehicles, boats, or other personal property for such purposes.

12.—The Governor shall, out of the public funds of the Colony, pay to every person who shall be required to do any personal service by virtue of this Order such remuneration and to every person whose property shall be taken or temporarily taken possession of or removed or destroyed by virtue of this Order such compensation as shall be agreed on between the Governor and such person, and in default of agreement, such remuneration or compensation as shall be awarded by the Board hereinafter mentioned whose award shall be final.

13.—For the purpose of determining the amount of any remuneration or compensation payable under this Order, the Governor shall appoint a Board consisting of five persons, of whom one shall be a Judge or Stipendiary Magistrate, two shall be officers either in the Civil Government of the Colony or in His Majesty's naval or military service and the other two shall be inhabitants of the Colony. All questions referred to the said Board shall in case of a difference of opinion, be decided by the votes of the majority of the members. The Judge or Stipendiary Magistrate shall be the Chairman of the Board.

Should the above scheme have been brought into operation under the powers contained in the Proclamation in the London Gazette of the 5th August, 1914, bringing into operation the Order-in-Council of the 28th October, 1906, in view of His Excellency being prepared to assist our clients in every way in his power, our clients feel justified in suggesting that His Excellency might be prepared to appoint a Board for the purpose of fixing the remuneration and compensation to be paid to the owners under the above scheme.

Should the above scheme have been brought into operation under the powers referred to in (a) above it is obvious from the decision in The China Mutual Steam Navigation Co., Ltd. v. Macleay reported in 1918, L.K.B. page 331 that although the Board of Arbitration referred to in the Proclamation of the 3rd August, 1914, might have powers to assess the remuneration on a requisition basis it clearly has no power to assess the remuneration and compensation under the above scheme consequently whether the above scheme has been brought into operation under the legislation referred to in (a) above or under other legislation not referred to in this letter or merely on the basis of negotiation our clients feel further justified in suggesting that His Excellency might possibly see his way to communicate with the Home Authorities and obtain the necessary power to appoint a Board of Arbitration here for the purpose of fixing the remuneration and compensation to be paid to the owners under the above scheme, and in the event of such a Board being appointed, our clients consider that their interest should be fully represented on such a Board, and that they should have a full opportunity of placing their views before such Board. In connection with this suggestion, our clients desire to state that they do not consider that the present members of the Sub-Committee here of the London Shipping Controller are in a position to fully or adequately represent our clients' interest or that they should be called upon to do so. Furthermore, our clients feel that a local Board of Arbitration is essential as local conditions must be taken into consideration.

Our clients desire us to state that it is not their desire or intention to oppose or hinder the Government in any way but to secure for themselves a just, reasonable and adequate remuneration and compensation under the circumstances.

This letter is written without prejudice to the owners' rights in every respect and must not be construed as an admission in any way. We have the honour to be, Sir, Your obedient servants,
(Sd.) DEACON, LOOKER, DEACON AND HARSTON.

The Honourable Colonial Secretary.
4.—On the 1st day of May, 1918, our said Solicitors addressed the following letter to the Honourable Colonial Secretary:—

Encl. 1st May, 1918.

Sir,—
re The Hongkong Shipping Control Scheme.

We have the honour to enclose herewith copy of a letter which was received on the 25th April last by the Secretary of the Ship Owners' Protection Association of Hongkong from the Secretary of the Shipping Control Committee.

The enclosed letter received the consideration of the Committee of the Ship Owners' Protection Association of Hongkong this morning who have instructed us to state that in view of your letter of the 25th April last No. 2,185/1918 they prefer to address any communication which they may desire to make either to Mr. Fletcher or to Mr. Carey because unless they have a representative on the Shipping Control Committee they cannot see their way to make any communication to such Committee as they do not consider their interests are adequately represented or protected in regard to communications made to such Committee at the moment and they are of opinion having regard to what has recently taken place that they are justified in the position now taken up by them.

"The Ship Owners' Protection Association of Hongkong desire to again put forward a request for representation on the Shipping Control Committee which the Ship Owners' Protection Association of Hongkong venture to think now has the sympathetic support of certain members of the present Shipping Control Committee. We have the honour to be, Sir, Your obedient servants,
(Sd.) DEACON, LOOKER, DEACON AND HARSTON.

The Hon. Colonial Secretary.
5.—The Ship Owners' Protection Association of Hongkong which was and is an Association for the protection of our interests with reference to the aforesaid Government control scheme were never permitted to have a representative on the Shipping Control Committee nor were we the individual shipowners represented whereas the Committee in question was substantially composed of representatives of Shipping Companies in direct opposition to us.

6.—The said Steamships were then and are now on the Hongkong or Shanghai registers. The position being as follows:—
S.S. Telemachus Hongkong Register.
S.S. Pheumponh " "
S.S. Haimun " "
S.S. Brisbane " "
S.S. Wollwra " "
S.S. Lienshing " "
S.S. Manapouri Shanghai Register.
S.S. Castlefield " "

7.—Thereafter the said Steamships were taken under the said control and the Hongkong Government received in respect of their earnings large sums of money which sums the Government still retain against the will and consent of your Petitioners. Further your Petitioners know that the Home Government do not require the said moneys and have so informed the Hongkong Government.

8.—The said sums were not required in aid of or in connection with the defence of the Colony or of the Empire or used for the purposes of the prosecution of the war now happily ended.

9.—In the Financial Statement for the month of February, 1921, published in the Gazette of the 27th May, 1921, under the heading "Liabilities" is the item "Shipping Control Account \$3,231,204.11."

10.—The retention of the said sum by the Government is not warranted by any Act of Parliament, Ordinance, Order-in-Council, Royal Prerogative or other lawful authority.

(Continued on page 2.)

KEEP FIT.

"POGO."

THE ATHLETIC SUPERTOY.

10 MINUTES "POGO" EVERY MORNING BEFORE YOUR BATH WILL KEEP YOU IN GOOD FORM.

AMUSING. — HEALTHY. — CHEAP.

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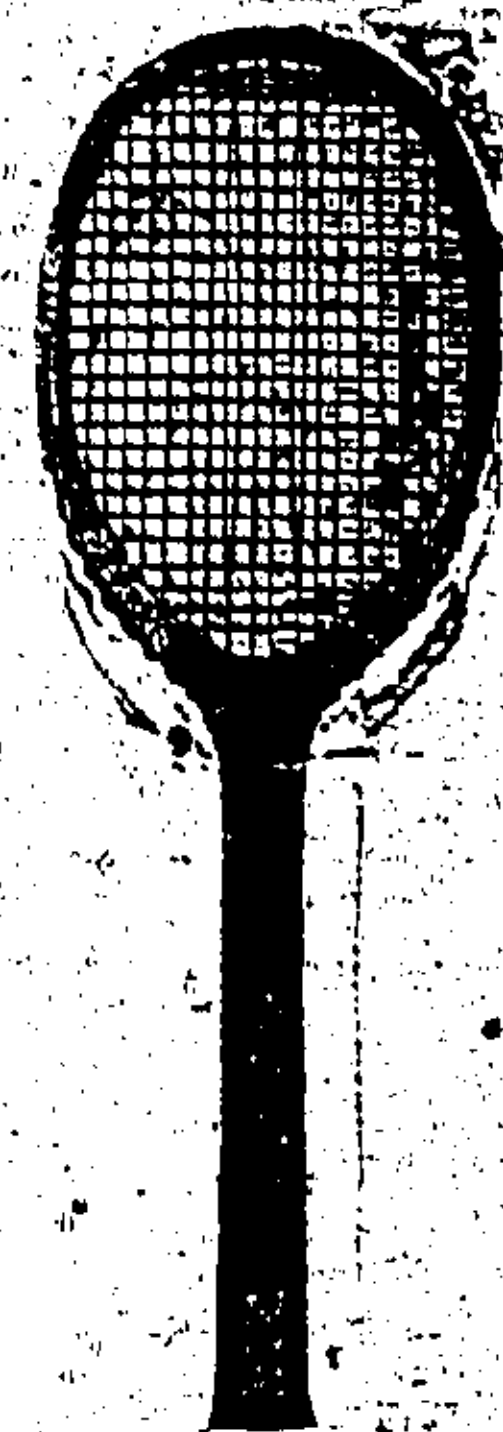
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SUNDAES, PUNCHES,

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ALL FLAVOURS

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GREAT CLEARANCE SALE

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GENTLEMEN'S

BOOTS AND SHOES

NOW ON.

We are offering all sizes in BLACK, BROWN and WHITE at greatly reduced prices. They are worth from \$3.75 to \$21.75 per pair.

SALE PRICE: \$4.75 to \$12.75.

ALSO

BARGAINS: — SHIRTS, TIES, BELTS, UNDERWEAR, etc., etc., 20% off TRUNKS and BAGS.

Inspection Invited at

No. 10, ICE HOUSE STREET.

NEW ADVERTISEMENTS

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION CO.'S STEAMER
"DEVANHA."

Arrived Hongkong on 22nd August, 1933.

From ANTWERP, LONDON, PORTSAID,
ADEN, BOMBAY, COLOMBO
AND STRAITS.

CONSIGNEES of Cargo by the above
named vessel are hereby informed
that their Goods are being landed
and placed at their risk in the Hongkong
and Kowloon Wharf and Godowns at
Kowloon, where each consignment
will be sorted out mark by mark and delivery
can be obtained as the Goods are landed.

Optional goods will be landed here unless
instructions have been given to the contrary
6 hours before arrival of the steamer.
Goods not cleared within 3 days, including
date of arrival will be subject to rent.

No Fire Insurance will be effected by us in
any case whatever.

Damaged packages must be left in the
Godowns for examination by the Consignees
and the Company's Surveyors, Messrs. Goodwin
& Douglas, at 10 A.M. on Mondays and
Thursdays.

All Claims must be presented within ten days
of the Steamer's arrival here, after which date
they cannot be recognized.

No Claims will be admitted after the Goods
have left the Godown.

MACKINNON, MACKENZIE & CO.,
Agents.

Hongkong, 2nd August, 1933. [1324]

BANK HOLIDAY.

IN accordance with Ordinance No. 5 of 1913,
the EXCHANGE BANKS will be
CLOSED for the transaction of PUBLIC
BUSINESS on MONDAY, the 27th instant.
Hongkong, 2nd August, 1933. [1317]

NOTICE.

WE regret to inform our numerous
Customers that, owing to the destruction
by FIRE of our PRINTING WORKS
(DUNDAS STREET), we shall be unable to meet
their requirements till further notice.
KELLY & WALSH LTD.,
1314/1

THE PEAK CHURCH.

THERE will be EVENING SERVICE
and SERMON in the PEAK CHURCH,
on the SUNDAYS in August at 6 P.M. [1321]

THE HONGKONG SOCIETY FOR THE
PREVENTION OF CRUELTY TO
ANIMALS.

MR. FRED FISHER has been appointed
Inspector for the Society.
MOWBRAY S. NORTHCOTE,
Hon. Secretary.
Hongkong, 2nd August, 1933. [1322]

HONGKONG LAWN TENNIS
ASSOCIATION.

THE SHIELDS will be presented to the
Winners in the A. & B. Divisions by
Mrs. SYKES on SATURDAY, 26th inst., at the
Indian Recreation Club Ground. Exhibition
Matches will be played—"The Rest" reserves the
Winners in each Division commencing at 4 p.m.
JOHN C. FLETCHER,
Hon. Secretary.
[1316]

NOTICE.

UNION INSURANCE SOCIETY OF
CANTON, LTD.

CERTIFICATE No. 2505 for 6 Shares Nos.
15831/15835 and 89468 standing in the
Society's Register in the name of JAMES
DAVID HUTCHISON has been declared
LOST, and if at the expiration of one month
from the date hereof, the above document be
not forthcoming the said Certificate will be
declared cancelled and of no effect, and a NEW
CERTIFICATE for the said Shares will be
issued in its stead by the Society.
C. MONTAGUE EDE,
General Manager.
Hongkong, 2nd August, 1933. [1318]

IMPORTS AND EXPORTS OFFICE.
GENERAL HOLIDAY.

THIS Office will be open for all purposes
from 9 A.M. to 11 Noon on MONDAY,
the 27th August, 1933. Licensed Warehouses
will be entirely CLOSED on that day.
N. L. SMITH,
Superintendent,
Imports and Exports.
Hongkong, 2nd August, 1933. [1320]

TO-NIGHT AT
THE-CORONET

JACKIE COGGAN
"THE KID"

PECK'S BAD BOY

KOWLOON THEATRE.

HAROLD LLOYD

NOW OR NEVER

INTIMATIONS

UNION INSURANCE SOCIETY OF
CANTON, LIMITED.

NOTICE IS HEREBY GIVEN that
an EXTRAORDINARY GENERAL
MEETING of the above Society will
be held at the Head Office of the Society,
Nos. 3 and 4, Queen's Buildings, in the
Colony of Hongkong, on FRIDAY, 18th
day of August, 1933, at Noon, for the
purpose of considering and if thought fit
approving the draft New Articles of Association
to be submitted to the Meeting.

A print of such new Articles and a print
of the existing Articles may be seen at the
Society's Registered Office at Nos. 3 and
4, Queen's Buildings aforesaid. Should the
Meeting approve of such new Articles with
or without modification the subjoined Resolution
will be proposed as an Extraordinary
Resolution, namely:—

"That the new Articles already approved
by the Meeting and for the purpose of
identification subscribed by the
Chairman thereof be and the same
are hereby adopted as the Articles
of the Society to the exclusion of
"and in substitution for all the ex-
isting Articles thereof."

AND NOTICE IS HEREBY GIVEN
that a SECOND EXTRAORDINARY
GENERAL MEETING of the Society
will be held at the Head Office of the Society,
Nos. 3 and 4, Queen's Buildings
aforesaid, on TUESDAY, the Fifth day
of September, 1933, at Noon, for the
purpose of receiving a Report of the Pro-
ceedings at the above mentioned Meeting
and of confirming if thought fit, as a
Special Resolution, the above mentioned
Resolution.

Dated this 8th day of July, 1933.
By Order of the Board,
C. MONTAGUE EDE,
General Manager.
[1212]

BRITISH TRADERS' INSURANCE
COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that
an EXTRAORDINARY GENERAL
MEETING of the above Company will be
held at the Head Office of the Company,
Nos. 3 and 4, Queen's Buildings, in the
Colony of Hongkong, on FRIDAY, 18th
day of August, 1933, at 12.10 P.M., for the
purpose of considering and if thought fit ap-
proving the draft New Articles of Association
of the Company which will be submitted
to the Meeting.

A print of such new Articles and a print
of the existing Articles may be seen at the
Company's Registered Office at Queen's
Buildings aforesaid. Should the Meeting
approve of such new Articles with or with-
out modification the subjoined Resolution
will be proposed as an Extraordinary
Resolution, namely:—

"That the new Articles already
approved by the Meeting and for the
purpose of identification subscribed
by the Chairman thereof be and the
same are hereby adopted as the
Articles of the Company to the
exclusion of and in substitution for
"all the existing Articles thereof."

AND NOTICE IS HEREBY GIVEN
that a SECOND EXTRAORDINARY
GENERAL MEETING of the Company
will be held at the Head Office of the Company,
Nos. 3 and 4, Queen's Buildings
aforesaid, on TUESDAY, the Fifth day
of September, 1933, at 12.10 P.M., for the
purpose of receiving a Report of the pro-
ceedings at the above mentioned
Meeting and of confirming if thought fit,
as a Special Resolution, the above men-
tioned Resolution.

Dated this 8th day of July, 1933.
By Order of the Board,
C. MONTAGUE EDE,
General Manager.
[1213]

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that
an EXTRAORDINARY GENERAL
MEETING of the above Company will be
held at the Head Office of the Company,
Queen's Buildings, in the Colony of Hong-
kong, on FRIDAY, 18th day of August,
1933, at 12.15 P.M., for the purpose of
considering and if thought fit approving
the draft New Articles of Association of
the Company which will be submitted to
the Meeting.

A print of such new Articles and a print
of the existing Articles may be seen at the
Company's Registered Office at Queen's
Buildings aforesaid. Should the Meeting
approve of such new Articles with or with-
out modification the subjoined Resolution
will be proposed as an Extraordinary
Resolution, namely:—

"That the new Articles already
approved by the Meeting and for the
purpose of identification subscribed
by the Chairman thereof be and the
same are hereby adopted as the
Articles of the Company to the
exclusion of and in substitution for
"all the existing Articles thereof."

AND NOTICE IS HEREBY GIVEN
that a SECOND EXTRAORDINARY
GENERAL MEETING of the Company
will be held at the Head Office of the Company,
Queen's Buildings aforesaid, on
TUESDAY, the Fifth day of September,
1933, at 12.15 P.M., for the purpose of
receiving a Report of the Proceedings at
the above mentioned Meeting and of
confirming if thought fit, as a Special
Resolution, the above mentioned Resolution.

Dated this 8th day of July, 1933.
By Order of the Board,
C. MONTAGUE EDE,
General Manager.
[1214]

INTIMATIONS

NOTICE

WE beg to announce to our Customers
that we offer the following Reductions
on the basis of our Price-Lists of July, 1933,
for a period of THREE WEEKS from 1st to
31st August:—
SMOKERS' REQUISITES 15%
CIGARS, CIGARETTES &
TOBACCOS 10%
B.A.T.'S GOODS—PRICE MODERATE

CASH ONLY.

TABAQUERIA FILIPINA.
[1310] 38, Queen's Road Central.

HONGKONG HOTEL CO., LTD.

NOTICE.

ISSUE OF 15TH FEBRUARY, 1933, OF 109,550
ADDITIONAL SHARES OF THE NOMINAL
VALUE OF \$10, at a PREMIUM OF \$5,
EACH. (\$5 PER SHARE PAID UP).

SHAREHOLDERS are reminded that a
SECOND INSTALLMENT on the above
of \$5 per share (\$5 plus \$2 premium per
share) falls due on TUESDAY, the 15th
August, 1933. Remittances should be made to
the Company's Bankers, the Hongkong and
Shanghai Banking Corporation, in Hongkong,
on or before that date.

THE REGISTER OF SHARES of the Com-
pany will be CLOSED from WEDNESDAY,
the 30th to TUESDAY, the 10th AUGUST,
1933 (both days inclusive), during which period
no transfer of shares can be registered.
By Order of the Board of Directors,
A. V. WARD,
Acting Secretary.
Hongkong, 27th July, 1933. [1302]

HONGKONG TRAMWAY CO., LTD.
(INCORPORATED IN THE UNITED KINGDOM).

NOTICE IS HEREBY GIVEN that an
INTERIM DIVIDEND of ONE
SHILLING per Share on account of the year
1932 has been declared.

The DIVIDEND will be payable on and
after WEDNESDAY, the 30th day of August,
1933, to Shareholders on the Register on
TUESDAY, the 8th day of August, 1933, and
will be paid to Shareholders on the Colonial
(Hongkong) Register at the exchange rate of
2s. 7½d. per Dollar.

By Order of the Board,
W. E. ROBERTS,
Secretary.
Hongkong, 24th July, 1933. [1279]

MRS. HAN INOKUCHI

TELEPHONE K 754.

No. 21, ARLEY ROAD, KOWLOON.

Back of STAR THEATRE.

CERTIFICATED EXPERT MASSAGE

(HAND AND ELECTRIC).

PATIENT'S RESIDENCE BY ARRANGEMENT

DAIRY FARM NEWS.

DAIRY PRODUCE.

FRESH MILK

Also the following forms—Sterilized,
Skimmed, Butter and Sour.

FRESH CREAM

FULL RICH

BUTTER

Daisy, Dairymaid and Shamrock Brands.

CHEESE

Edam, Australian Cheddar, American Stilton
and Picnic.

THE DAIRY FARM, ICE & COLD

(STORAGE CO., LTD.)

PHOTOS

of

ACTRESSES, BEAUTIES.

STUDIES, DRAWINGS.

GREAT CHOICE AND VARIETY.

State wishes clearly and write to

M. GENNETT,

CALLE CUTAS, BARCELONA,

BARCELONA, SPAIN.

[1308]

KRYPTOK LENSES

are conceded to be one of the very best
forms of bifocal lenses. The bifocal seg-
ment is ground and fused into the distant
lens making the product practically one
piece of glass. The segments are totally
invisible and the lens has a beautiful
appearance. Kryptok lenses of any pres-
cription in either regular or Toric form
are manufactured by the Hongkong
Optical Co., successors to Clark & Co.,
Manufacturing and Refracting Opticians,
the most competent optical manufactur-
ing establishment in South China—
located in 53, Queen's Road Central.
Fitting glasses and testing the sight is
their speciality.—ADV.

[1309]

INTIMATION

SEASONABLE SUMMER
DEVERAGES.

WATSON'S

DRY GINGER ALE

Its dryness and aroma are
features which give this
drink the popularity it
deserves.

"PYERIS."

SPARKLING MINERAL
TABLE WATER

Healthful and refreshing.
Blends excellently with
Whisky.

WATSON'S

STONE GINGER BEER

Prepared by a process of
partial fermentation which
gives it the distinctive
flavour which is so pleasing
to the palate.

"FORMAZONE"

Possesses the characteristic
stimulating and refreshing
qualities of Champagne; it
has a delicious flavour.

A. S. WATSON &
CO., LTD.

AERATED WATER MANUFACTURERS

TELEPHONE 436.

HONGKONG OFFICE: 10A, DES VOUX RD., O.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, AUGUST 24, 1933.

OPIUM SMUGGLING IN CHINA.

When people read that "opium smug-
gling" is going on to an unprecedented
extent in many parts of China they are
apt to hastily conclude that the drug is
the foreign article and that the
smugglers are, in many cases, of foreign
origin also. Mr. FERGUSON, the Statistical
Secretary of the Chinese Maritime
Customs, in his annual report for the
year 1931, says: "It is known that
large quantities of opium are being
smuggled into the country, assisted by
the extreme ease with which the drug
lends itself to concealment." He gives a
table showing the quantities which have
been confiscated by the Customs in the
past five years. This table shows a pro-
gressive increase in the statistics. The
figure given for 1917 (9 tons) covers a
period of only nine months, but in 1918
the quantity was nearly 12 tons; in 1919,
20 tons; in 1920, 43 tons; and in 1921,
67 tons. The statistics of morphia and
cocaine confiscated show an increase
during the five years in something like
the same ratio. FERGUSON'S report omits,
however, to show whether it is Bengal,
Persian or Chinese opium that is being
smuggled into China to this increasing
extent. There is, however, an illuminat-
ing paragraph on the subject in the
annual report of the Commissioner of
Customs at Hankow, which we have just
received. Mr. F. W. MAZ writes: "The
recurrence of poppy cultivation, not-
withstanding the fact that the Central
Government has exercised every endeav-
our to suppress the practice, has result-
ed in the development of opium smug-
gling on an unprecedented scale in the
neighbourhood (of Hankow) and on the
Yangtze generally, and some heavy
seizures have been effected. During the
year under review some 17 tons of opium,

for example, were seized by the Hankow
Customs authorities, and publicly destroy-
ed, in the presence of Chinese officials.
Most of the drug was detected "on in-
formation received" as the Police say,
and the Commissioner of Customs says:
"There is reason to suppose that it may,
perhaps, pay to grow opium for seizure
only; that is, the rewards for information
paid to the informers apparently leave
a handsome profit to the growers after
all expenses have been paid and, at the
same time, the risk of independent seizure
by the Customs is thus eliminated. It is
obvious, of course, that the only solution
of this difficult problem is to be found
in stopping the cultivation of the poppy,
and not in the preventive or detective
measures of the Customs authorities. The
authorities have performed efficient work
on the Yangtze in respect of effecting
seizures of opium, as the above figures,
relating to Hankow only, indicate, but
beyond checking or diverting to other
channels, what seems to have become more
or less a regular trade in which many
people are engaged, no appreciable effect
is noticeable in regard to the volume of
the opium dealt with, which, according to
report, is increasing rather than decreas-
ing." During the past twelve months a
sub-committee of the League of Nations
has been devoting much attention to the
Opium Question, with special reference,
of course, to the position in China, and
as the speeches of the Chinese delegates
would appear to suggest that the Chinese
people are more sinned against than sin-
ning in this matter, the attention of the
Sub-committee may well be directed to
impartial and authoritative comment of
this kind by responsible officials of the
Chinese Customs administration. They
clearly indicate where the chief responsi-
bility rests, and though the Chinese
Government appears to be thoroughly in-
earnest about the suppression of poppy
cultivation, they clearly lack the power
of effective control at present, and we
fear there is very little prospect of any
immediate improvement in this respect.

The late Dr. Gregory Paul Jordan,
LL.D., of Hongkong, left estate in Great
Britain valued at £8,114.

The theft of \$186.30 cents from No. 33c,
Belcher Street, by some unknown person
has been reported to the police.

The Observatory report yesterday men-
tioned that the typhoon appeared to be
filling up to the North of Canton.

The cable Companies announce that
owing to defects in the cables telegrams
for Amoy, Foochow, Shanghai and beyond
are subject to considerable delay.

Among residents who returned to the
Colony yesterday by the *Empress of
Russia* were Mr. E. D. C. Wolfe, Mr.
A. C. Little and Mr. W. A. Butterfield.

A Japanese gentleman, living at No. 12,
Macdonald Road, has reported the theft
of money, jewellery and clothing from his
house. The total value is given as \$541.20.

The record of rainfall during the month
of July at the Botanic Gardens shows a
total of 16.33 inches. The heaviest fall
was on the 8th when 4.18 inches were
recorded.

In the obituary announcements in the
London papers the age of the late Mr.
Murray Stewart (Alexander) Murray
MacGregor Stewart) who died at Bel-
mont, California, on June 24th is given
as 86.

A small Japanese boy who attempted to
cross the road in front of motor-car
No. 618, which was proceeding along
Connaught Road Central, in a westerly
direction was knocked down by the car.
He is at present in the Government Civil
Hospital in a serious condition.

A small fire occurred at Messrs. W. S.
Bailey & Co.'s shipyard, at Kwai Wan,
on Wednesday. The fire was discovered
amongst a quantity of rope stored in one
of the buildings. With the aid of the
employees, the fire was quickly extingui-
shed. Only slight damage was done.

Kui Tai Mui, a young Chinese of res-
pectable family, was committed for trial
at the next Criminal Sessions by Mr.
E. W. Hamilton yesterday afternoon
on a charge of having murdered his
mother-in-law at No. 12, Wa in Fong
Street West, on February 20th, 1930, in
circumstances related in the *Daily Press*
on July 23th.

The case in which a Café Witeman
table-boy was sentenced, at the Magis-
tracy, last Saturday, to one month's im-
prisonment for stealing half a pound of sugar
and fined \$25 for assaulting the watch-
man at the Café was reopened yesterday
afternoon for the hearing of further
evidence as to the table-boy's character.
Mr. E. A. Irving, Director of Education,
employed by him and he had always
found him honest and straightforward.
The defendant, said Mr. Irving, was
inclined to be excitable and though the
boy had left a 'chit' in the café threaten-
ing to kill someone he did not think for
a moment that the boy realised what he
had done. He did not think him capable
of killing anybody. In view of this evi-
dence the Magistrate (Mr. Hamilton)
quashed the sentence for larceny but con-
firmed the fine of \$25 with the alternative
of one month's imprisonment for assault.

CABLES.

EARLIER CABLES.

[THROUGH ROUTES' AGENCY.]

WAR DEBTS AND
REPARATIONS.BRITAIN'S REASONS FOR DEMAND-
ING PAYMENT.

LONDON, August 2nd.

A closer perusal of Earl Balfour's
Note on Allied war debts, serves to im-
press the importance of the views ex-
pressed on a subject which the Allies
hitherto have displayed an inclination
to fight shy of. His Lordship, at the
outset of an historic document which is
taunting a profound stir, shows that of
a total of £3,400,000,000 war debts, ex-
cluding interests, at present due to
Britain, Germany owes £1,400,000,000,
Russia £550,000,000, and the Allies
£1,400,000,000. On the contrary, Great
Britain owes to the United States
£550,000,000 at par exchange with interest
since 1918. The Note proceeds to point
out that no international discussion has
yet been held on this unexampled situa-
tion, which the foregoing figures partially
disclose, and, pending a settlement which
would go to the root of the problem, the
Government has silently abstained from
making demands upon the Allies, either
in respect of interest or capital.

It is shown that Britain has not been
enabled to adopt the policy, acceptable
to it as part of a satisfactory inter-
national settlement, of settling all the
debts due by the Allies or in respect of
German Reparations, owing to the Ameri-
can Government, "with most perfect
courtesy and in the exercise of its un-
doubted rights, requiring Britain to pay
the interest due, and to convert the debt
from an unfunded to a funded debt, and
to repay it by a sinking fund in twenty-
five years. The Note emphasises that
such a contract accords with the original
contract. "His Majesty's Government
does not complain; they recognise their
obligations and are prepared to fulfil
them, but, evidently, they cannot without
profoundly modifying the course which
they would have wished to pursue in dif-
ferent circumstances."

The Note dwells on the fact that the
change in British policy regarding the
cancellation of debts is adopted with the
greatest reluctance.

Outlining the revised British policy,
Lord Balfour lays down that while the
Government is regretfully constrained to
request France to arrange for dealing
with the Anglo-French loans, to the best
of her ability, the amount of interest
and repayments to be asked, will not de-
pend so much on what the Allies owe
Britain, as on what Britain has to pay
America.

BRITAIN'S LIABILITIES INCURRED
FOR OTHERS.

The Note, after reiterating the policy
favoured by the Government in surren-
dering their share of German reparations
and writing off the whole body of inter-
Allied indebtedness, says that if this is
impossible of accomplishment, Britain in
no event wishes to make a profit from
the less satisfactory arrangement. She
does not propose asking more from her
debtors than is necessary to pay her
creditors. The Note remarks that it
should not be forgotten, though it some-
times is, that our liabilities were incurred
for others and not for ourselves, and
stresses the fact that food, raw material
and munitions supplies required on the
part of Britain immense naval and mili-
tary efforts. Also, that half of the
£2,000,000,000 advanced to the Allies was
taxation and not by foreign loans, where-
as, unfortunately, a similar policy was
beyond the power of other European
nations. This resulted in an appeal to
the United States who insisted, in sub-
stance if not form, that although our
Allies would spend the money, the
United States was only prepared to lend
it on our security. He emphasises that
"this co-operative effort was of infinite
value to the common cause, but it cannot
be said that the role assigned therein to
Britain was one of special privilege or
advantage."

It is gathered in official circles that
the impression obtains that the progress
of the forthcoming conversations between
Mr. Lloyd George and Mr. Polignac, in
London, on the subject of inter-Allied
indebtedness, will be considerably assisted
by the Balfour Note, which is regarded
as a strong reaffirmation of the British
intention to meet America's request for
payment, and in now conveys the sug-
gestion that America should cancel or
emit a portion of Britain's indebtedness.
It is not expected that the conversations
will extend beyond three days, as the
only other question for discussion relates
to reparations. M. Thénault and Signor
Schanzer will also attend the Conference.

FRENCH PRESS OPINIONS.

Paris, August 2nd.

The Balfour Note is regarded as an
appeal to opinion and intended to show
that the demand for repayment is not
attributable to Britain.

The *Journal* considers the request per-
fectly logical, and says that Britain's in-
sistence on repayment means that France
should similarly demand from Berlin.

The *Echo de Paris* emphasises that the
time has come to affirm the priority of
French reparations.

AMERICA "WILL NEVER CANCEL"
"BRITAIN'S DEBT"

London, August 2nd.

Early comments from the United States
on the Balfour Note include a statement
by Senator McCumber, Chairman of the

OPINION IN U.S.A. FINANCIAL CIRCLES.

LONDON, August 2nd.

It is stated that representatives of American financial interests at present in London have expressed the view that had Britain's readiness to cancel the debts owing her been carried out, the United States would have been morally compelled to follow Britain's lead, probably not immediately, but after a general election. It is pointed out, however, that there is the political as well as financial side of the matter to be considered by the United States.

The opinion is held in well-informed foreign and Allied financial quarters that the Balfour Note will mean that the foreign Governments concerned who have no foreign credits available, except those from Germany, will have to obtain the money needed for payment from Germany herself. If the latter is unable to pay, obviously the Allied debtors concerned will not be in a position to produce the sums necessary, and the moratorium requested by Germany will have to be given in other cases. The view is generally expressed that the British standpoint is strictly honest and fair, but that it does not require the present difficulty and does not bring a solution of the European economic chaos any nearer.

GRAVE EUROPEAN CRISIS THREATENED.

LONDON, August 2nd.

While the American response to the Balfour Note seems to be summed up in the declaration that Great Britain is solvent, and must pay, the upshot of French comment is reflected in the fresh ultimatum by Premier Poincaré to Germany, mentioned yesterday, which threatens to produce another grave crisis in Europe.

GERMAN PROTESTS AGAINST COERCIVE MEASURES.

It is reported that prospective French coercive measures include the expulsion of German subjects from Alsace Lorraine, the seizure of their property and whole sale confiscations in the Rhineland. Meanwhile, Berlin advisers say the Government is drafting a reply to M. Poincaré, contending that the threatened sanctions are illegal, as it cannot be known before August 15th whether Germany will really default.

An unparalleled Bourgeois panic occurred in the chief German cities yesterday, and consternation among the German public with a great rush to convert the mark into a more reliable form of wealth, with the result that marks were fifteen pence. Hope centres in the coming Anglo-French Conference.

PREMIER POINCARÉ'S LONDON PROGRAMME.

PARIS, August 2nd.

The *Petit Parisien* forecasts that Premier Poincaré's London programme includes a willingness to reduce the total German debt, conditionally on Germany's demonstration of good faith by paying up the first fifty milliard gold marks, and conditionally that the common cancellation of inter-Allied debts and all indemnity payments should be devoted purely to reparations. Thus, with the exception of Belgium's ten per cent. and Italy's one per cent., France will receive the whole amount.

Premier Poincaré will probably outline more stringent measures for controlling German finances, including the stabilisation of currency and compelling Germany to hand over a percentage of the capital of industrial concerns, which will serve as a pledge for loans, or be expressly devoted to reparations.

OPINION IN AMERICA.

WASHINGTON, August 2nd.

Official comment on the British Note to the Allies has been withheld, but the private view of the financial officials inclines to the belief that the Note was framed mainly with a view to influencing the approaching negotiations between Mr. Lloyd George and Premier Poincaré. It is suggested that the Note will possibly confirm the inclination of the American Debt Commission to recommend legislation, during the next session of Parliament, reducing the rate of interest and extending the repayment period of the British debt. Some Congressional leaders are outspokenly opposed to any scheme for the cancellation of debts.

LATEST CABLES.

AMERICA'S STRIKES.

PRESIDENT HARDING'S PROPOSAL LIKELY TO BE ACCEPTED.

CHICAGO, August 2nd.

A meeting of the leading strikers voted in favour of accepting President Harding's proposals for settling the railway strike. Some opposition developed later, and a fight may be made against the note embodying acceptance, when it is drafted.

MARTIAL LAW PROCLAIMED IN SOME DISTRICTS.

INDIANAPOLIS, August 2nd.

The Governor of Indiana is sending two hundred and fifty National Guardsmen to the coalfields, and is proclaiming martial law in the districts where it is proposed to mine coal under military protection.

THE INDIAN TEA CROP.

BELOW THE AVERAGE.

LONDON, August 2nd.

Owing to practically all members of the Indian Tea Association instructing their garden managers to guard against coarse plucking, and to aim at quality, not quantity, it is now thought probable that this year's crop will not be more than 85 per cent. of the average production for the five years 1915-19.

London-Tea imports from January 1st to July 26th, were 194,000,000 lbs., against 195,750,000 lbs. for the same period in 1921. Exports amounted to 19,750,000 lbs. against 15,500,000 lbs.

INTERNATIONAL SEAMEN'S CONFERENCE DEMANDS.

MILITANT ACTION PROPOSAL REJECTED.

PARIS, August 2nd.

The International Seamen's Conference has decided to issue a manifesto demanding a forty-eight hour week, with a fixed minimum wage, but it rejected the French proposal of militant action to enforce the demand.

GOLD RUSH IN THE TRANSVAAL.

REPORTED DISCOVERY OF A NEW GOLD-BELT.

JOHANNESBURG, August 2nd.

A sensation has been caused by the reported discovery of a gold-belt in the Transvaal, stretching from the border of Bechuanaland to Nylstroom. Something like a rush is proceeding.

U.S.A. TARIFF BILL LIKELY TO PASS.

REPUBLICAN AND DEMOCRATIC LEADERS AGREEMENT.

WASHINGTON, August 2nd.

As the result of agreements between the Republican and Democratic leaders, it is considered almost certain the Tariff Bill will pass this month.

EARLIER CABLES.

THE "EGYPT" INQUIRY.

CONDUCT OF INDIAN CREW DENOUNCED.

LONDON, August 2nd.

On the resumption of this Board of Trade inquiry into the loss of the P. & O. liner *Hydra*, a passenger, Captain Carr, of the Indian Army, gave evidence that he jumped into a boat full of Indians which was pushing off. He fired his revolver overhead, making the Indians make room for sixteen passengers. Capt. Carr was of opinion that a serious attempt to restore order would have been successful. He said that, as far as he saw, the British officers did their best.

Lieut. Colonel Franklin, in an affidavit, said a boat containing a number of ladies capsized owing to Indians jumping into it. The women were drowned.

Robert Bevan, in an affidavit, declared that he saw three boats filled with Indians lowered and moved away immediately, despite protests by passengers and white stewards who called them to return to take the women and children.

Mr. Cotter, for the Marine Workers' Union in a speech denounced the conduct of the Indian crew and declared that the disaster would never have occurred with a proper, qualified British crew.

ANOTHER BRITISH WORLD FLIGHT.

AIR MINISTRY GIVES SUPPORT.

LONDON, August 2nd.

In the House of Commons, Major Guest, replying to Col. Moore Brabazon, said that he understood that a proposal was afoot to attempt a world flight by an all-English aeroplane next year.

The participants had approached the Air Ministry, which was satisfied that the project was sound and had a reasonable chance of success. The Ministry was prepared to assist when the time came.

NO AIRCRAFT DEFENCES FOR HONGKONG & SINGAPORE.

A DISGRACEFUL STATE OF AFFAIRS.

LONDON, August 2nd.

In the House of Commons, Viscount Curzon asked whether there were any aircraft defences in any British dockyards, fuelling stations, or naval establishments abroad, other than at Malta. Colonel Amery said he understood that aircraft would be available if required for the defence of Port Said, Suez, and Aden.

Asked whether that meant that there were no aircraft defences at Singapore or Hongkong, Colonel Amery replied in the affirmative.

Com. Kenworthy remarked that this was disgraceful.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

ILLEGAL IMPORTS ON BRITISH TRADERS IN CHINA.

QUESTION IN THE HOUSE OF COMMONS.

LONDON, August 2nd.

In the House of Commons, Mr. C. B. Harmsworth asked Mr. P. J. H. Hannan to be more specific in his information as regards his question whether protests were made to the Chinese Government concerning numerous illegal imports on British river traders, by unauthorised bodies in undisturbed parts of China.

THE BOXER INDEMNITY BALANCE.

BRITISH GOVERNMENT NOT YET REACHED DECISION.

LONDON, August 2nd.

Mr. C. B. Harmsworth replied in the negative to a question by Lieut. Col. C. J. Leake, as to whether a decision had yet been reached regarding the commutation and allocation of the balance of the Boxer Indemnity.

HONGKONG LEGISLATIVE COUNCIL.

(Continued from page 3.)

11.—In these circumstances and as a test case a statement of claim was filed on the 5th December, 1919, by the Shipowners Protection Association through the owners of the Steamship Wollowra for the recovery of \$393,672.34 the profit retained by the Government in respect of the use of that ship.

12.—On the 19th day of January, 1920, the then Honourable the Colonial Secretary, being aware that this was not an isolated claim but a test claim brought by one only of your Petitioners to test the legality or otherwise of the action of the Government of Hongkong, made the following statement in the Legislative Council (1920 Hansard p. 8):—

"With regard to the European Community, I will deal first with the proposal I laid down before the Council for building a hotel and flats in Kowloon. We had money for the work, or thought we had, and things had reached the stage of architects being on the point of making preliminary plans, when the owners of vessels requisitioned under the local scheme bethought themselves that there was no reason why the profits made under this scheme should be devoted to improvements beneficial to the Colony, such as providing hotel and housing accommodation and also extending facilities for education among the various classes of the community. They saw no reason why the money should be devoted to those purposes, but thought that the money should come back into their own pockets. I must leave the community of this Colony to judge which is the better way of disposing of profits, which would have gone at home into the Imperial Exchequer. The Government in view of the action taken, which may in time come before the Courts, do not feel in a position to spend any of those profits on the proposals until the Courts have finally dealt with the matter. Therefore the Colony has been deprived of what it urgently needs—hotel accommodation and money which might have been advanced for the purpose of building houses when the scheme of building flats was given up. The University also has been deprived of a quarter of a million of dollars and education generally of a sum of five lakhs of dollars."

13.—Subsequently on the 25th August, 1920, the Government consented to the case being postponed until the return of the then Acting Colonial Secretary—Mr. Fletcher—to the Colony. On the 6th June, 1921, the Crown Solicitor by letter to your Petitioners' Solicitors stated that the condition of postponement until Mr. Fletcher's return was then still insisted on by the Government.

14.—Your Petitioners learn that it is the intention of the Government to introduce a Bill into the Legislative Council to prevent the recovery of the said money by your Petitioners. Separate actions have now been commenced in the Supreme Court of Hongkong on behalf of all ships concerned.

15.—Your Petitioners are aware that it is not unusual after wars for Acts to be passed protecting persons who have acted in good faith and in the supposed execution of their duties from pains, penalties and punishment for actions not warranted by the law, but your Petitioners point out that your Petitioners' claims have never been for damages but are merely for the return of moneys standing to the credit of the Shipping Control Account which were not required for the purposes of the war and which were obtained by the use of their ships. They desire respectfully to point out that the effect of the Bill if passed would be to authorise the seizure in the year 1922 at a time when shipping is depressed and freights are low of the moneys of British Companies who are competing with alien companies which were enabled to build up Reserves during the war, through not being financially controlled. Your Petitioners state that not only is shipping now depressed and freights low but that it is practically impossible to operate their ships at a profit. The Steamships Castlefield and Manapouri have already been laid up and unless some financial assistance is forthcoming many more will have to be laid up.

16.—The result of the control caused a substantial financial loss in the case of several of the controlled ships and the officially audited accounts showing this loss have been submitted to the Hongkong Government and are as follows:—

S.S. Manapouri	\$42,359.67
S.S. Castlefield	19,124.44
S.S. Brisbane	59,017.54
S.S. Pheumpeah	10,438.55
S.S. Telemachus	38,219.63
S.S. Haimun	13,667.38

17.—Your Petitioners desire also to point out that the needs of the Government for housing and education should be met by the community at large and not by what amounts to a special levy on certain small shipowning Companies a large proportion of whose shareholders are resident elsewhere than in the Colony.

It appears to your Petitioners that the Government of Hongkong are attempting to tax a small branch of the community of this Colony for social improvements by indirect legislation, many of the contributors being entirely unconnected with the Colony of Hongkong.

18.—Your Petitioners desire to point out that the only commercial and industrial interests in this Colony which were put under Government Control and whose profits were impounded by the Government during the war were the shipping interests; whilst all other commercial and industrial interests including Docks and Marine Insurance Companies both of which made large profits from shipping operated under Blue Book rates were permitted to take and retain their profits.

19.—Your Petitioners desire to protest against the compensation tendered by the proposed Ordinance stating that the same is wholly inadequate.

20.—Your Petitioners desire to further point out that negotiations have for some time past been proceeding with the Government of Hongkong and a tentative proposal was made to your Petitioners which met with your Petitioners' approval but notwithstanding such approval the Government have after consulting the Official Members of the Councils withdrawn their proposal.

21.—Your Petitioners therefore urge that the Bill be so modified as to save the rights of all your Petitioners to prosecute their claims unimpaired in the Courts or in the alternative to distribute the aforesaid sum of \$2,231,504.11 rateably amongst your Petitioners. For in its present form the Bill is in the opinion of your Petitioners unwarranted, unjust, inequitable and unfair and represents an attempt to tax ships not registered in this Colony.

And your Petitioners will ever pray, etc.

Dated this third day of August, 1922.

OBSERVATIONS BY COUNCIL.

Mr. ALARASTER, in one of his comments, referred to the quotation in the petition from a speech by the present Officer Administering the Government, and said:— "The speech shows that after the war, in 1920, the Government was still retaining these profits, made out of shipping control, and that they were proposing to spend them on purposes in no way connected with the war." He continued:—

"On the first reading of the Bill the learned Attorney-General pointed out that at the time when the ships were first brought under control the whole Empire was fighting for its national existence. Many things had to be done for which no strict legal justification could be found, the occasion being urgent and the conditions new. The comment of your petitioners on that is that the moneys which you now hold have not been used for the purpose of protecting our national existence. They are not asking for damages, they are not asking for the moneys you have spent, but they are asking to have back the moneys you have left over and which they say you illegally took. The learned Attorney-General stated that the great majority of shipowners in the United Kingdom accepted the terms which the Government offered, which were Blue Book rates. That was not so. They were compelled to accept those rates as the result of a Bill passed through both Houses of Parliament, early in the war, and not as any part of post-war legislation. The Attorney-General also pointed out, and he made a great point of this in his speech, that the Government took the risk of any dangers to the ships due to the operations of war. Our reply to that is this: that the Government very wisely insured our ships with underwriters and paid, as premiums, part of the profits that they obtained by running our ships. We are not asking for the return of those premiums; we are only asking for the money left over. The learned Attorney-General stated that at one time the Government did offer the Imperial Government the whole of the collections from this requisition fund if they would accept the war risk, and the Imperial Government refused to do so. Why? The Imperial Government obviously did not wish to accept responsibility for an action which was in its inception and throughout its career, entirely illogical and unjustified. The Government at home would have accepted no further risks than the Government did here, for they would have insured their ships and paid the premiums out of the very large profits they made. It is now proposed, we learn from the learned Attorney-General's speech on the first reading of the Ordinance, not to spend this money as was originally intended on hotels, flats, universities and other schemes but, to underwrite part of the war loan. The money was not collected by the Government for that purpose and to state now that we will use this money instead of other money which would have been allocated to the redemption of war loan in order to make it appear as if this money will in some way be connected with the war, is, I submit, window dressing. It does not alter the character of the goods at all if you re-arrange them in your window in order to make them appear more attractive. The wrong that has been done to these people remains. Their ships were taken, the Government made profits and the owners have been reduced to very dire straits as a result of that and they do ask that, either they be given these moneys back, or else that they, at any rate, be allowed to prove their right to the return of these moneys by action in the Courts."

COMMENT BY THE COLONIAL SECRETARY.

The Colonial Secretary: I would ask permission to comment briefly on this petition, in no spirit of hostility to the petitioners, but simply to make clear the Government's position in the matter. It may, perhaps, be most simply explained by reading the Government's replies to the letters which appear in the petition. The first is that of 11th April, 1918, in which it is said:—

"The owners have now had the advantage of considering the information which was imparted by the Assistant Colonial Secretary at the meeting of the Sanitary Board Office held on the 28th March last, when they were informed that the Government propose to pay tramp Blue Book rates, as to one third thereof at an exchange of 2/- to the pound, and as to the balance at this rate of exchange of the day of payment, plus 2/8 per ton for Eastern service, and 5 per cent. on the net profits in consideration of the services of the owners in running the ships on behalf of the Government."

"The owners instruct us they have also had a number of meetings amongst themselves, at which the Government's proposals have been most carefully considered and discussed."

"The owners have come to the conclusion that the remuneration offered by the Government is not only wholly inadequate but must result in a heavy loss to the owners."

"The use of the word 'Government' in this letter is somewhat equivocal, and in our reply we made it quite clear that it was the Imperial Government, and not the Hongkong Government, which was responsible for this scheme. The Government's reply, which was dated April 15th, said:—

"You were informed at the meeting held on the 28th March that this Government has definite instructions to see that remuneration of colonial registered vessels is not appreciably higher or lower than that of competing vessels registered in the United Kingdom. The remuneration payable in respect of the latter class of vessel is, it is understood, under discussion; but this Government is advised that the rate actually in force is appreciably lower than that now offered to your clients. In the circumstances this Government is precluded, by its instructions, from offering more favourable terms than those which have been put before you; but it will watch closely the progress of negotiations in the United Kingdom, in order that any concession made there may be introduced also in the local scheme."

"The next paragraph discussed the losses which they said would be incurred under the scheme, and in our reply we said:—

"This Government will, however, closely watch the working of the requisition scheme, and I am to assure you that the interests of the owners will receive its sympathetic consideration."

"We then received the letters of April 19th and 1st May, 1918 (reproduced in the petition). In the first we were asked among other things under what legislative authority we were acting. We replied on May 14th as follows:—

GENTLEMEN.—I am directed to acknowledge the receipt of your letters of the 19th April and the 1st May, regarding the Hongkong Shipping Control Scheme, and at the same time to express regret that they have remained so long unanswered.

2.—With regard to the question of remuneration to owners, this Government, as you are aware, is acting under the instructions of His Majesty's Government. His Excellency has made representations by telegram on the subject.

3.—As to the question of legal authority, the ships have been requisitioned on behalf of and under instructions from His Majesty's Government, who have instructed this Government to superintend their management. In these circumstances this Government must refer you to His Majesty's Government on the point of legal authority for the requisitioning.

4.—With regard to the request for a local Board of Arbitration, this Government has definite instructions that the remuneration to vessels under the local scheme is to approximate to that paid to the larger and more important class of vessels on the China Coast, which are under the Imperial Liner Requisition Scheme. It would, in the opinion of this Government, be inadvisable to suggest that the two classes of vessels should be dealt with separately. As I have stated above, representations have already been made to the Home Authorities on the question of remuneration.

5.—It would seem that the owners, in pressing their request for a representative on the Shipping Control Committee, are under a misapprehension as to the functions of that Committee. The Committee have been chosen, as an independent body having no connection with the requisitioned ships; the Government on technical matters in connection with the ships; the Government having no one in its service who is conversant with the details of the shipping business. The Government is always ready to consider sympathetically any representations that the owners may wish to make; but it does not consider that any useful purpose would be served by putting an owner on the Committee. The question of the employment of the ships for the needs of the Colony is one on which the Government is advised by the Vital Requirements Committee, and Mr. H. P. White has been invited to accept a seat upon that body.

On the subject of remuneration our instructions from the Imperial Government were quite definite. We made representations about the rate of exchange and the cost and age of these vessels which were between 27 and 43 years old, but our instructions remained the same. We were to treat them on the same lines as the vessels of the Indo-China Co. and the China Navigation Co. With regard to the point of the representation of the owners on the Shipping Committee, of which I was Chairman, there were two members, Mr. Sutherland, and Mr. Jardine, Matheson & Co., and Mr. Young, of Messrs. Butterfield & Swire. They were appointed by the Shipping Control, not by this Government, and it was thought inadvisable to have the owners of these ships on the Committee which was a purely advisory Committee, but I think the owners will agree that I consulted them on every possible detail. Our most remunerative charter—the *Wollowra*—was made on the advice of Mr. Williamsen, Chairman of the Shipowners' Protection Association. In the first paragraph of the petition it is said that

"In or about the month of March, 1918, the Government of Hongkong notified your Petitioners of their decision to bring the said Steamships under Hongkong Government control. Your petitioners whilst protesting at every possible way did not oppose the action of the Government of Hongkong at the time, being contented, having paid under protest the moneys demanded, to

leave the adjustment thereof to a later date as your Petitioners considered that their ships were required for furthering the interests of the British Empire in the late war and understood that moneys received by the Hongkong Government by reason of such action would after making adequate compensation to the owners be remitted to England and used in connection with the late war."

In clause 12 of the Petition it is stated that on the 19th January, 1920, the then Colonial Secretary made a statement as to the use to which the money should be put. I would point out that there is a large gap between the two dates.

When the scheme came into force this Government stated quite clearly that we were merely agents and any money that accrued was going to the Imperial Government. We then began to look into the details of the scheme and there was nothing at the time to show what the outcome would be. It was not merely a question of war risk. That was quite a minor point. The total sum we spent on war risk was \$44,000. As a matter of fact, it was a question of the whole liability; anything might have happened; it was a question which way the war went, and the Government did not see why as agents it should take on this responsibility unless it was covered. We put the point to the Home Government and the Home Government asked us to take the whole risk. We accepted that and in the circumstances we could not pay over the receipts from the ships until we were out of the wood—until the result of the control scheme were known. We did not finally wind up the scheme until March, 1919. We then put the position before the Home Government and they allowed us to retain the profits which had been made. I want that point to be quite clear. The scheme was not run with any intention of using the money accruing from it for the purposes of the Colony.

The Colonial Secretary added: The petition to the Council was received by me only shortly before one o'clock to-day. I do not propose to go through it in any sense in detail. I mentioned that the Government was in entire sympathy with the owners and open to assist them as far as possible and I should like to take this opportunity to read the penultimate paragraph of my final report informing the Government of the conclusion of the work under the scheme.

"The thanks of the Government are above all due to the owners of the ships, upon whose loyal and patriotic co-operation it has been able to rely from the beginning to the end. It must be remembered that the owners found themselves deprived of a very large part of their earnings, at a time of maximum freights when their competitors were making enormous profits; and there has been not one complaint. The Shipowners' Protection Association, whose title explains its object, has maintained most cordial relations with the Government throughout, and has given very great assistance. The Association's Chairman, Mr. S. T. Williamson, put his experience and advice wholly at the Government's service, and he did much to solve difficulties and to smooth away misunderstandings. It may be recorded that, in spite of the many points of law which arose and the inevitable differences of opinion, every question in dispute was invariably settled in a spirit of friendly compromise."

All I wish to do is to emphasise the point that this Government has been merely an agent in the matter; that it acted under the instructions of the Imperial Government which it has not been able to vary one jot or tittle. As you are all aware the Imperial Government has passed an Indemnity Act and the question was put to us whether we should come under that Act, or have a local ordinance to fit the local conditions. It was decided that, on the whole, a local ordinance would be the better method.

I do not quite know the point in the petition about myself but it was in the summer of 1920, when I was acting Colonial Secretary, that the *Wollowra* action was filed. It suited both sides not to go on at the time. I was going on leave in 1921 and as I was the only person who had intimate knowledge of the working of the scheme, it was agreed by both sides to defer action till my return. The Indemnity Ordinance was introduced while I was away and the point was raised that action in this matter of the shipping money had been delayed owing to my absence, and the Bill was accordingly held over until my return. We had been negotiating and now the Government finds it necessary to bring forward this Bill.

His Excellency THE OFFICE ADMINISTRATOR THE GOVERNMENT put the motion for the second reading of the Bill and declared it passed.

The ATTORNEY-GENERAL thereupon moved that the Council go into Committee to consider the Bill clause by clause.

In Committee the Attorney-General moved verbal amendments to clauses 2 and 3 which had been printed on the margin of the new print of the Bill and these were agreed to.

On the passage of the Bill through Committee being reported to the Council, His Excellency announced that it was proposed to take the third reading of the Bill on August 17th.

The Council then adjourned until that date.

A meeting of the Finance Committee was afterwards held. The report of the proceedings will be published in tomorrow's issue.

OBITUARY.

DEATH OF DR. ALEXANDER G. BELL.

SYDNEY (NOVA SCOTIA), Aug. 2nd.

The death is announced of Dr. Alexander Graham Bell, the inventor of the telephone.

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THE ATTEMPTED FELONY AT PACIFIC MAIL OFFICES. FOUR CHARGES PREFERRED AGAINST FILIPINO.

Under the name of Filiji Anzuelo, the armed Filipino, who was found on the premises of the Pacific Mail Steamship Company offices on Tuesday night, under circumstances described in yesterday's Daily Press was brought before Mr. Hamilton at the Magistracy, yesterday morning.

The defendant is stated to be 26 years of age and he gave as his address No. 38, Lee House Street. Four charges have been laid against him, viz.: (1) being found in the offices of the Pacific Mail Steamship Company with intent to commit a felony; (2) assaulting a Chinese constable in order to prevent arrest; (3) possession of a loaded automatic pistol; and, (4) possession of house-breaking instruments—an electric torch, a jemmy, four files and four fret-work saws.

Mr. Leo. d'Almada appeared for the defendant.

Detective Inspector Grant said he had been instructed by the Captain Superintendent of Police to ask that three of the charges be dealt with by his Worship and that two Magistrates deal with the charge of possession of the loaded revolver.

Mr. Hamilton expressed the opinion that this was a case for trial at the Criminal Sessions, judging from the brief reports he had seen of the case that morning.

Mr. d'Almada suggested that the newspaper reports were perhaps a little stronger than what had actually occurred. Inspector Grant said if his Worship was of the opinion that the case should go to the Sessions the Police would treat the case accordingly.

The Magistrate said that he would put the case back until this morning in order to consult the First Magistrate and the Police on the matter.

COOLIES AND THEIR PASSAGE TICKETS.

ALLEGATIONS AGAINST NATIVE CREW.

The five stowaways, who were remanded from the previous day on a charge of having stowed away on the s.s. *Armanestan* from Singapore, were again brought before Mr. Lindsell, yesterday at the Magistracy.

On the previous day 24 men were charged and of these six were discharged and thirteen sent to prison for three weeks. The five, who were remanded, then said they could produce evidence that they had paid sums of money to certain members of the crew for their passage. Yesterday the assistant cook of the vessel was produced and Sub-Inspector Grant informed the Magistrate that another member of the crew, said to have been concerned in the transaction could not be found, as he had disappeared from the ship. He mentioned that the assistant cook was the man who first reported the discovery of the stowaways.

The first defendant said he handed over \$10 for his passage. The second said he had a ticket but it was in possession of the coolie foreman who had apparently lost it. It was handed by his relatives to the coolie for safe keeping.

The Magistrate: Then you are not capable of looking after your own ticket.

The second defendant: I repeatedly asked him for it.

The third defendant said he paid \$11 for the ticket. He could not afford the full fare of \$15.

The fifth defendant: My \$15 was handed to someone on board. This man said he would clear the ticket.

The Magistrate ordered the first, third, fourth and fifth defendants to go to gaol for three weeks. One of these four strongly protested against the sentence, and Mr. Lindsell ordered another week's imprisonment in his case.

The second defendant was discharged.

IT PAYS TO TELL THE TRUTH. AN ILLUSTRATION AT THE MAGISTRACY.

If Hau Hing, a licensed cinder collector, had admitted the true facts of a case to his solicitor, Mr. R. E. A. Webster, it is quite probable that the Magistrate (Mr. Lindsell) would not have sent him to prison for one month, but would have given him the option of a fine.

The charge preferred against the man was the unlawful possession of \$9 worth of coal. The defendant's story to the solicitor was that a man came to his cinder yard and sold him a quantity of coal. Whilst the bargain was being made the police appeared on the scene and the man who brought the coal to him, and who good his escape in a boat, leaving the defendant as the scapegoat.

The Magistrate: Your statement, Mr. Webster, amounts to a plea of "Not guilty."

Mr. Webster said his client admitted possession of the coal, but that he had no guilty knowledge.

The Magistrate decided to hear the case and a hukong stated while he was patrolling the fore-shore at Tai Kok Tsui a commotion occurred amongst some boat people on his approach. The defendant became very panicky and tried to evade arrest by jumping into the harbour.

Mr. Webster: I was not told all this. In reply to Mr. Webster's application for a fine, the Magistrate said he would have been quite prepared to grant this if the defendant had admitted the whole facts of the story.

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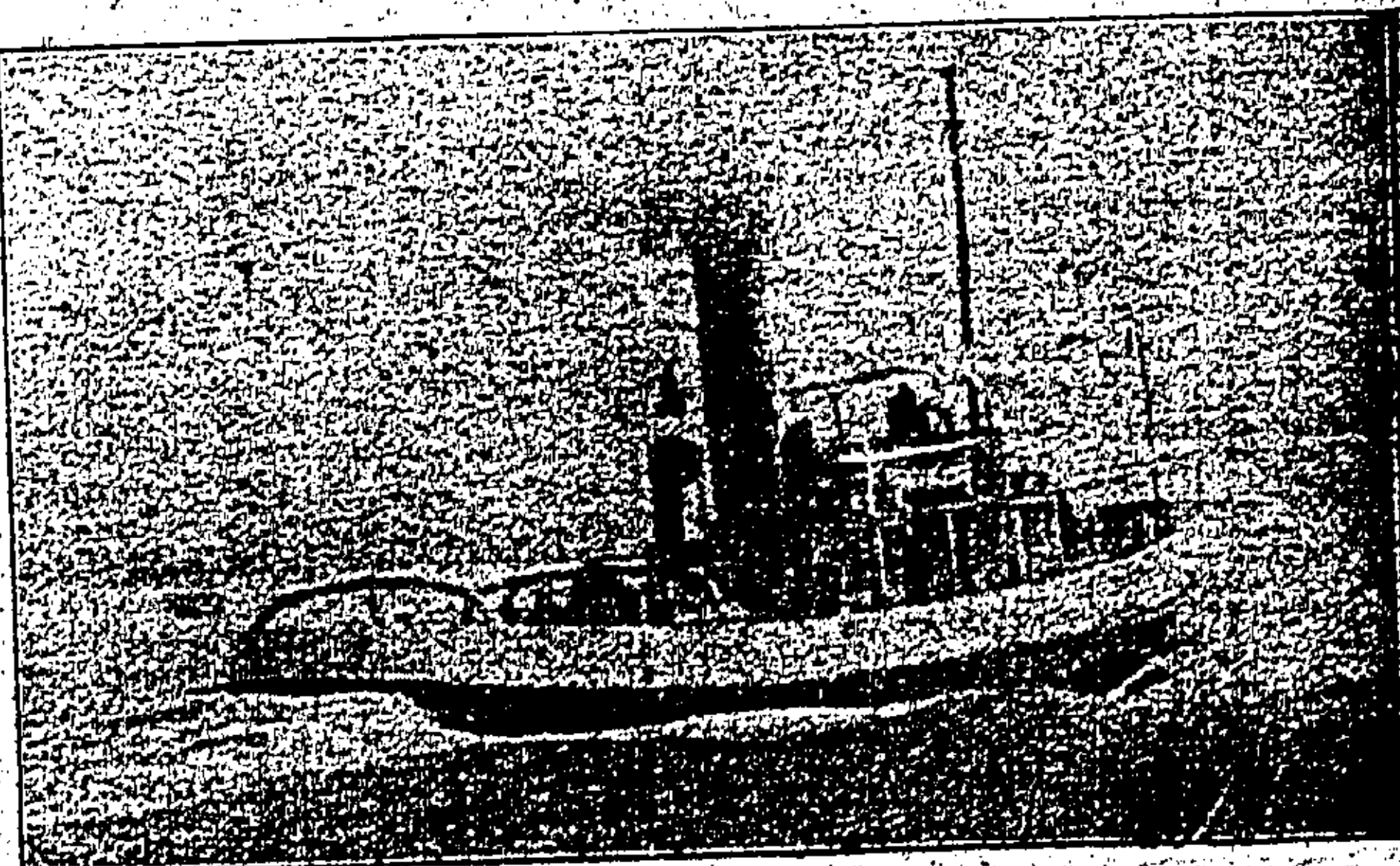
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[1323]

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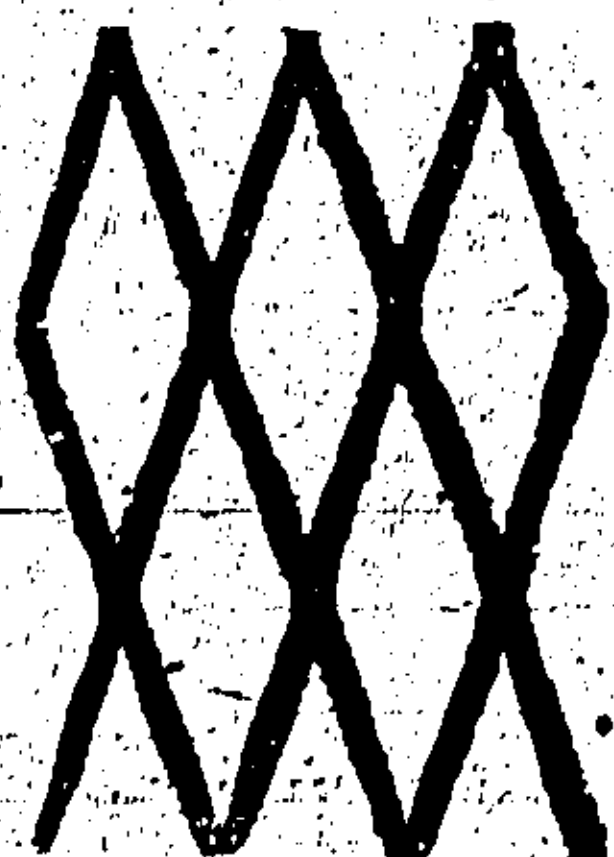
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A REMARKABLE VESSEL. FLOATING DOCK FOR FLYING BOATS.

We do not, as a rule, hear very much about what the Navy is doing until the job is done. This may truly be said of the remarkable and unique vessel which has been built at H. M. Dockyard, Chatham, and has just completed a series of successful tests. We are aware, of course, that the Navy possesses certain special vessels termed seaplane carriers, of which the old Commander Campania was one of the first, being converted at Messrs. Cammell Laird's for this purpose; and that later H.M.S. Eagle was built and completed at Messrs. Beardmore's for the express use of seaplanes the docks being specially designed and constructed for the landing and launching of such aircraft.

The fly boats, however, demanded something different. Their hulls are of such size and construction that it is generally inadvisable if not impossible for them to "land" or take off from anything but a water surface. The problem then was to provide means for docking such fragile vessels so that the under-water portions could be conveniently got at for repairs and overhaul. A special floating dock was therefore designed by, and built under the personal supervision of, Mr. I. H. Naboth, C.B.E., one of the chief constructors of the Admiralty.

In general appearance this floating dock is like the forward half of a tramp steamer, lopped off short amidships and the after portion removed. Her high forecastle helps to provide the necessary buoyancy when the floor of the dock is submerged. The side-buoys are low bulwarks, which are cut down so as to clear the lower planes of the flying boat when the hull is "in dock." The after part of the vessel is formed so that the floor of the dock is carried flush right out, and there are longitudinal rails or skids at the centre line to guide the floating flying boat into position. Two adjustable cradles are then gently brought into use to steady the flying boat as the "dock" is pumped out and the whole mass raised to the required height. The complete operation takes less than a quarter of an hour. Light platforms inside the bulwarks give ready access to the various parts of the flying boat.

It is a curious sight to see one of these very special aircraft, with wings of perhaps 150 feet span, settled down like a huge dragon-fly specimen on what appears to be a truncated steamer. The tips of the planes overhang the sides of the dock by thirty or forty feet, and altogether it is just about as queer a combination as one could imagine. Of the utility of the dock there can be no question, and as the flying boat for strictly naval purposes is an established type, floating docks such as described will be necessary at the bases where such aircraft are to operate.

"STRIKES OF NO USE."

MR. GOSLING HAS MORE FAITH
IN THE BALLOT-BOX.

"An analysis of the industrial position since the Armistice will prove that none of the strikes that have taken place has borne useful or tangible results to the working class."

Mr. Harry Gosling made this outspoken statement in his presidential address to the delegates to the National Transport Workers' Federation at the opening of their annual conference at Cardiff on June 8th. He added:—

"We have had to recommend the acceptance of various reductions in wages for the sections concerned, but the adjustments we have made have been recommended by your leaders because we have been fully convinced that present-day conditions do not warrant us expecting that we should win through by strike action."

"There are, I candidly admit, many leaders and rank-and-file members of our organisations who believe that it is better to fight, even if you go down, than not to fight at all."

"They are entitled to their opinions, but the march of events in industries where they have fought, and where they have been ultimately compelled to admit defeat, does not show that the financial, numerical, or moral strength of such organisations is any better than that of the unions which, under economic duress, have accepted wage reductions."

WAGES REDUCTIONS.

"With all other sections of the trade union movement, we are faced with further applications on the part of the employers for still more reductions in wages. The employing class cannot see beyond a two-fold policy: first, to reduce wages, thereby reducing the purchasing power and effective demand for commodities on the part of the workers, which must in turn materially affect the home market; and, second, to increase production, to speed up, and even to lengthen the hours of the working day."

"It may be estimated that since the end of 1920 the working class themselves who are employed, have sustained a collective wage reduction of £200,000,000 per year, and this in spite of the fact that the Government has made no effort whatsoever to reduce the rate of interest upon the £28,000,000,000, which is the present war indebtedness."

"The nation to-day is paying, roughly, £400,000,000 to the bond-holders for their various war loans which, in the main, were war-time profits made out of the sacrifices of the working people."

"The time was never more favourable than to-day for the workers to make the most effective demonstration at the ballot-box, and I for one will not give up hope in our ultimate triumph in that direction."

NOTICES TO CONSIGNEES

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NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, GENOA, PORT SAID & STRAITS.

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"PEMBROKESHIRE" having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 5th Aug., 1922, at 5 p.m. will be subject to rent. All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas on 5th Aug., 1922, at 10 a.m. Claims against the steamer including those for cargo delivered must be presented on the special form provided, and must also be submitted within 30 days of arrival otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents. Hongkong, 29th July, 1922. [1307]

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER "SICILIA."

ARRIVED HONGKONG ON 2ND AUGUST, 1922.

FROM BOMBAY, COLOMBO & STRAITS.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo—From PERSIAN GULF, B.T.S.N. and B. & P.S.N. Co.'s Steamers. Optional Goods will be landed here unless instructions have been given to the contrary 6 hours before arrival of the Steamer.

Goods not cleared within 7 days, including date of arrival, will be subject to rent. No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's surveyors, Messrs. Goddard & Douglas at 10 a.m. on Mondays and Thursdays.

All claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognised. No claims will be admitted after the goods have left the Godown.

MACKINNON, MACKENZIE & CO., Agents. Hongkong, 2nd August, 1922. [1319]

PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for Boxes QV, RF, RU, RW, TH.

TO LET.—ASTOR HOUSE—A few more ROOMS To Let.—Apply at premises. [216]

WANTED.—Architectural Draughtsman, must be experienced and quick worker. Apply to LITCH & ORANGE, 1, Des Vœux Road Central. [215]

MODERN BUNGALOW, Fully Furnished, at Cheung Chow, To be Let or Sold as from September 1st.—Write A.L. office of this paper.

WANTED.—USED POSTAGE STAMPS of all kinds, Common or Rare, any amount, up to ten or a hundred thousand, or more. Good prices paid. Buying list free. Address: Oroc Stamp Co., Box 723, Manila, Philippine Islands. [206]

FOR SALE

LAND, approximately 7,000 square feet on waterfront at Swatow with modern 2 stored brick and concrete building suitable for office and godown. Further details apply. 486] W. G. HUMPHREYS & Co

FOR SALE

SMART 55-foot STEAM LAUNCH. Price—\$7,000. Apply Box No. 1273, c/o Daily Press Office. 1273]

When in doubt about your eyes, or your glasses.

Consult

CHINESE OPTICAL CO.

Eye-sight Specialists.

67, QUEEN'S ROAD, CENTRAL,

Hongkong.

1297]

THE LANCET PRACTICE OF SURGERY
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THERAPION No. 6
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THERAPION No. 97
THERAPION No. 98
THERAPION No. 99
THERAPION No. 100

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS, SUBJECT TO ALTERATION

TSINGTAU via SWATOW	"KWONGSANG" Friday	4th Aug.	3 p.m.
MANILA	"LOONGSANG" Saturday	5th Aug.	3 p.m.
HAIPHONG via HOIHOW	"MINGSANG" Saturday	5th Aug.	3 p.m.
TIENSIN	"CHONGSANG" Saturday	5th Aug.	Noon
BANGKOK via SWATOW	"YATSHING" Monday	7th Aug.	Noon
TSINGTAU via SWATOW	"TUNGSHING" Tuesday	8th Aug.	Noon
SHANGHAI	"WAISHING" Friday	11th Aug.	Noon
SANDAKAN	"MAUSANG" Monday	14th Aug.	Noon
STRAITS & CALCUTTA	"LAISANG" Saturday	19th Aug.	3 p.m.

CALCUTTA LINE—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued. Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday. HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Haiphong when circumstances permit.

BORNEO LINE—Fortnightly sailings to and from Sandakan by two 5,000 tons steamers s.s. "HINSANG" and s.s. "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken through Bill of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Dato.

TIENSIN LINE—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo. BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "LAISANG" will be despatched on or about Saturday, 19th Aug. at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.,

GENERAL MANAGERS.

Telephone No. 215.

GLEN AND SHIRE

Joint Service of Steamers.

U.K.—STRAITS, CHINA & JAPAN SERVICE.
OUTWARDS.

Vessel	Leaves Hongkong
"GLENADE"	16th August
"GLENARIFFE"	30th August

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
"GLENBEG"	4th Aug.	LONDON, ROTTERDAM, ANTWERP & HAMBURG.
"GLENSHANE"	25th Aug.	GENOA, LONDON, ANTWERP, ROTTERDAM & HAMBURG.
"GLENLUCE"	2nd Sept.	GENOA, LONDON, ANTWERP, ROTTERDAM & HAMBURG.

Movements are subject to change without notice.

For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.

The Glen Line, Ltd., Agents.

Telephone No. 215 sub-ex. 23 and 268.

JAPAN COAL

AND
GENERAL IMPORTS & EXPORTS

AGENTS FOR:—

THE MITSUBISHI MARINE & FIRE INSURANCE CO.
THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHOJI KAISHA

(MITSUBISHI TRADING CO., LTD.)

HEAD OFFICE—TOKIO.

No. 14, PEDDER ST., HONGKONG.

"PHILIPS"

"A PHILIPS LAMP"
IS A PERMANENT
ECONOMY.

SOLE AGENTS

Holland-China Trading Co.
Hong Kong

SHIPPING NEWS

ARRIVALS.

August 2nd.
Chikago Maru, Japanese str., from Canton.
Devanah, British str., 4,735 tons, Capt. H. W. Potter, R.N.R., from Singapore, with a general cargo.—Mackinnon, Mackinnon & Co.
Hangshing, British str., from Canton.
Tilgham, Norwegian str., 4,119 tons, Capt. Handeland, from Shanghai, with a general cargo.—Shewan, Tomes & Co.
Fatshing, British str., 1,424 tons, Capt. N. W. van Cortlandt, from Bangkok, with rice and teakwood.—J.M. & Co.
August 3rd.
Empress of Russia, British str., 8,753 tons, from Vancouver, with a general cargo.—C.P.S., Ltd.
Glentworth, British str., 1,434 tons, Capt. A. Hill, from Singapore, with a general cargo.—Seng Soon Hong.

CLEARANCES.

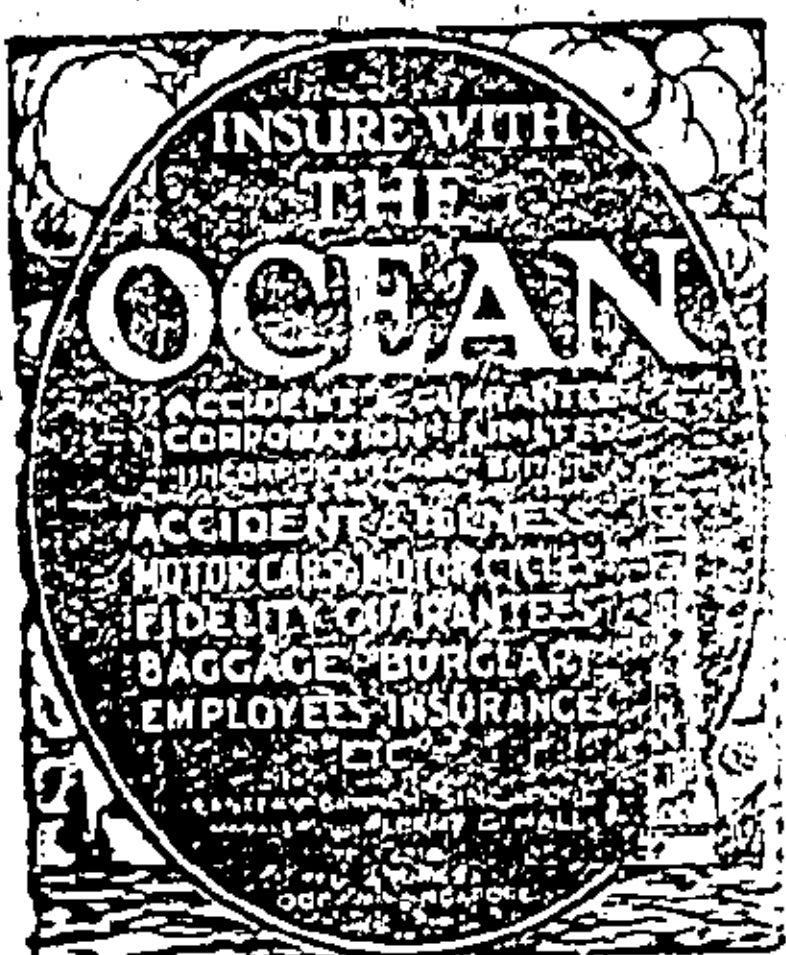
August 3rd.
City of Cambridge, for Manila.
Devanah, for Shanghai.
Hokkaido, for K. C. Wap.
Japan, for Singapore.
Tokyo Maru, for Hothow.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Asia*, from Hongkong on July 13th, arrived at Vancouver on July 21st.
The China Mail S.S. *Nanking* was expected to arrive at daylight to-day.
The China Mail S.S. *Armanestan* will be despatched for Singapore, Batavia, Samarang and Sourabaya on August 17th, instead of Saturday, August 5th, as previously advised.
The S.S. *Antiochus* (Blue Funnel) left Liverpool on July 29th for Straits, Hongkong, Shanghai and Japan, and is due here about August 31st.

VESSELS EXPECTED.

Aja (Blue Funnel), due September 1st.
City of Lincoln (Bank Line), due August 15th.
Empress of Australia, due August 15th.
Gregory (B.L.), due August 6th.
Hector (Blue Funnel), due August 17th.
Leion (Blue Funnel), due August 13th.
Loamdon (Blue Funnel), due August 26th.
President Lincoln (P.M.), due August 9th.
Tokada (B.L.), due August 13th.
Tongo Maru (N.Y.K.), due August 17th.
Teiresias (Blue Funnel), due August 18th.
Titan (Blue Funnel), due August 9th.



SHANGHAI OFFICE—

10, PEKING ROAD.

AGENTS for Hongkong and South China.

DODWELL & CO., LTD.

TELEPHONE 1030. 2, QUEEN'S BLDG.

VISITORS TO CANTON

Should Purchase
 BY THE PEARL RIVER
 BY
 CAPTAIN C. V. LLOYD
 With Illustrations, Maps and Plans.
 PRICE ———— \$1.75

On Sale at

Hongkong: "Daily Press" Office.
 Messrs. KELLY & WATSON, LTD.
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THE EAST ASIATIC CO., LTD.

COPENHAGEN.

The M.S. "PERU"

will be loading for MARSEILLES, ST. NAZAIRE, DUNKIRK, ROTTERDAM, AMSTERDAM, HAMBURG, COPENHAGEN and other SCANDINAVIAN PORTS About 4th September.

Further Sailings	Expected on or about	Will leave for above ports on or about
M/S. "Africa"	—	—
M/S. "Asia"	18th August	26th September
M/S. "India"	14th September	21st October
M/S. "Panama"	15th October	22nd November

Subject to change without notice.

For further particulars please apply to—

MANNERS & BACKHOUSE, LTD.

WEATHER REPORT.

August 2nd, at 17.55.—Warning to Hongkong, Coast Ports, &c.—A typhoon of unknown intensity within 60 miles of Lat. 23 deg. N. Long. 117 deg. E., moving S.W. August 3rd at 12.00.—Warning to Hongkong, Coast Ports, &c.—A typhoon of unknown intensity within 120 miles of Lat. 23 deg. N. Long. 114 deg. E., moving S.W. August 2nd, at 13.2.—Local signal No. 1 lowered.

August 2nd, at 17.55.—Local signal No. 3 hoisted.
 August 3rd, at 11.53.—Returns from the majority of stations are lacking on account of cable interruption. No weather map will be published.

The typhoon appears to be filling up to the north of Canton.
 Hongkong Rainfall for the 24 hours ending at 10 a.m., 3rd August, 0.38 inch. Total since January 1st, 38.94 inches, against an average of 53.02 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District	Forecast
Hongkong to Cap Rock	S.W. to S. gale, moderating; overcast, rainy, squally.
Formosa Channel	S. winds, fresh to moderate.

South coast of China between the same as Hongkong and Lamooes No. 1.

South coast of China between the same as Hongkong and Hainan No. 1.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, August 3rd.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 3 p.m.
Barometer	29.93	29.51	29.42
Temperature	91	82	77
Humidity	58	88	94
Wind Direction	NNW	WSW	SW
Wind Force	3	5	6
Weather	0	0	0
Rain	0.00	0.00	0.38

Highest open-air Temperature on 2nd ... 91

Lowest open-air Temperature on 3rd ... 77

HONGKONG TIDE TABLE.

From August 4th to 10th, 1922.

HIGH WATER.		LOW WATER.	
Day of Week	Day of Month	Height Standard Time	Height Standard Time
Fri.	4	8 34	0 44
Satur.	5	8 49	0 37
Sun.	6	9 30	0 30
Mon.	7	10 10	0 23
Tues.	8	10 29	0 16
Wed.	9	10 58	0 09
Thur.	10	11 17	0 02

BOARD OF CONSERVANCY WORKS OF KWANGTUNG.

(WATER LEVELS IN ENGLISH FEET AT 10 A.M.)

Place of Observation	Highest W.L. ever recorded	Lowest W.L. ever recorded	W.L. Aug. 1, 1922	W.L. Aug. 2, 1922
Wuchow, W. River	+79.50	-2.42	32.60	—
Kongmoon, W. River	+14.70	-0.80	7.00	7.10
Linkonghow, N. River	+57.00	—	9.80	9.00
Samahai, N. River	+27.25	-5.00	1.60	10.30
Shoklung, E. River	+15.15	-0.98	5.40	5.10

Engineer-in-Chief



A Welcome Visitor

at any time in every household. Every Bug, Flea, Beetle, Moth, Fly, etc., dies once it has come into proper contact with

KEATING'S

CANADIAN PACIFIC STEAMSHIPS LIMITED

HOME VA CANADA

Hongkong to England

via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver & Montreal.

From	Departure	Arrive Vancouver	From	Departure	Arrive England
Empress Russia	Aug. 10	Aug. 28	Empress France	Sept. 5	Sept. 12
Empress Australia	Aug. 24	Sept. 11	Empress Scotland	Sept. 19	Sept. 26
Empress Asia	Sept. 7	Sept. 25	Empress France	Oct. 3	Oct. 10
Empress Canada	Sept. 21	Oct. 9	Empress Scotland	Oct. 17	Oct. 24
Empress Russia	Oct. 5	Oct. 23	Empress France	Oct. 31	Nov. 6
Empress Australia	Oct. 19	Nov. 6	Empress Scotland	Nov. 14	Nov. 21
Empress Asia	Nov. 2	Nov. 20	Empress France	Nov. 28	Dec. 5

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg. Allotment of Cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.

Three Trans-continental Trains Daily. Special train Vancouver to Chicago leaves immediately after ship's arrival. Standard Sleeping Cars, Compartments & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

CANADIAN PACIFIC STEAMSHIPS, LIMITED.
 Hongkong Office. Telephone 752. Cable Address: GACANPAC.

CHINA MAIL S.S. CO., LTD.

(Incorporated in U.S.A.)

OPERATING FAST FREIGHT AND PASSENGER STEAMERS
 "NANKING" "CHINA" "NILE" "GORJISTAN" "ARMANESTAN"

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE

FIRST CLASS FARE TO EUROPEAN PORTS

Minimum Rate U.S.G. \$577.07

Maximum Rate U.S.G. \$620.50

First Class Accommodation Throughout.

Trans-Pacific Service

HONGKONG TO SAN FRANCISCO

via Shanghai, Nagasaki, Yokohama and Honolulu.
 S.S. "NANKING" "CHINA" "NILE" S.S. "GORJISTAN" "ARMANESTAN"

August 10th. Sept. 16th. Sept. 30th.

Java Service

HONGKONG TO AMOY, SINGAPORE AND JAVA PORTS.

S.S. "ARMANESTAN" S.S. "GORJISTAN"
 Aug. 7th, 10 a.m. On or about Aug. 22nd.

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada

also

Cargo accepted on Through Bills of Lading for transshipment at San Francisco by weekly sailings for principal Atlantic Ports.

C. T. SURRIDGE, GENERAL AGENT.

PRINCE'S BUILDING, 105, HONG KONG STREET.

TELEPHONE: PASSENGER DEPT., TEL: FREIGHT DEPT. & AGENT.

No. 1934. No. 2161.

CABLE ADD: "CHIMAIL."

[24]

N. Y. K.

SAIYINGA SERVICE TO ALGERIA

VICTORIA, SEATTLE & VANCOUVER via Shanghai Japan ports

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

KAGA MARU (Calling Keelung) ... Friday, 18th Aug., at 11 a.m.

ITO MARU (Nagasaki direct) ... Saturday, 18th Sept., at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore, &c.

HARUNA MARU ... Saturday, 5th August, at 11 a.m.

KAMIO MARU ... Friday, 18th August, at 11 a.m.

HAMBURG via LONDON, ROTTERDAM.

LEMA MARU ... Beginning of September.

LIVERPOOL via MARSEILLES.

BENGAL MARU ... Middle of August.

SYDNEY & MELBOURNE via Manila, &c.

AKI MARU ... Tuesday, 15th Aug., at 11 a.m.

TANGO MARU ... Tuesday, 18th Sept., at 11 a.m.

NEW YORK via PANAMA.

GENOA MARU ... Beginning of September.

NEW YORK via Suez.

BIO DE JANEIRO, SANTOS & BUENOS AIRES via CAPE

SOMBAI via Singapore and Colombo.

AKITA MARU ... Thursday, 10th August

CAIRO via Singapore, Penang & Rangoon.

MALACCA MARU ... Sunday, 6th August.

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU ... Friday, 18th Aug., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

BUYO MARU (calling Keelung) ... Saturday, 12th August.

KASHIMA MARU ... Thursday, 17th Aug., at 11 a.m.

For further information apply to— NIPPON YUSEN KAISHA

Telephone Nos. 293 & 291. K. H. KAMEI, Manager.

STRUTHERS & BARRY.

MANAGING AGENTS—UNITED STATES SHIPPING BOARD.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO

FROM HONGKONG BY DIRECT ROUTE.

"Apus" ... Due Hongkong 19th Aug.

Leave Hongkong 21st Aug.

"West Ivan" ... Due Hongkong 1st Sept.

Leave Hongkong 3rd Sept.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY

SAILINGS FOR ATLANTIC SEABOARD PORTS, THROUGH BILLS OF

LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA, SINGAPORE, BATAVIA,

SAMARANG AND SOERABAYA.

"Bearport" ... Due Hongkong 11th Aug.

Leave Hongkong 13th Aug.

"Dewey" ... Due Hongkong 1st Sept.

Leave Hongkong 2nd Sept.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

For Full Information Apply to

STRUTHERS AND BARRY.

1st Floor, Powell's Building,

Phone No. 5008

JAPAN-CHINA-PHILIPPINES.

INDO-CHINA-STRAITS & JAVA.

G. P. BRADFORD, Res. Agent.

ELLERMAN LINE

WILLERMAN & BUCKNALL S.S. CO., LTD.
FREIGHT & PASSENGER SERVICE
OUTWARDS.

HOMEWARDS.

1. "CITY OF MANCHESTER". 26th Aug. ... Marseilles, London, Antwerp & Hamburg.
Subject to change without notice.
For particulars of freight and passenger rates apply to—

THE BANK LINE, LTD.,
of SHANGHAI & CO., CANTON General Agents.

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

JOHN S.S. CO., LTD., and CHINA MUTUAL S.S. CO., LTD.

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

1. "MUMBAI" ... via Suez Canal ... 5th August.
2. "TELEMACHUS" ... via Suez Canal ... 15th August.
3. "CITY OF BAGDAD" ... via Suez Canal ... 25th August.

(Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.)

For freight and particulars apply to—
BUTTERFIELD & SWIRE, of THE BANK LINE, LTD., HONGKONG
(JOHN SWIRE & SONS, LTD.)
HONGKONG AND CANTON. KEISS & CO. CANTON.

MESSAGERIES MARITIMES**SERVICES CONTRACTUELS**

MAIL SERVICE UNDER CONTRACT WITH THE FRENCH GOVERNMENT
DESTINATIONS. STEAMERS & DISPLACEMENT. SAILING DATES.

SHANGHAI KOBE ... "CORDILLERE" ... 10,000 ... On or about 5th Aug.
YOKOHAMA ... "AMAZON" ... 11,000 ... On or about 18th Aug.
"ANGKOR" ... 15,000 ... On or about 1st Sept.
ARREHLES via HAI ... "ANDRE LEBON" ... 22,000 ... On or about 8th Aug.
PHONG, SAIGON, ... "AMBOISE" ... 15,000 ... On or about 22nd Aug.
SINGAPORE, PEN- ... "CORDILLERE" ... 11,000 ... On or about 5th Sept.
ANG, COLOMBO, ...
DJIBOUTI, BUEA
& PORT SAID.

COMMERCIAL LINE

HARVE DUNKIRK & ... "LT. DE LA TOUR" ... About 14th Aug.
ANTWERP DUNKIRK

ALSO SERVICE TO BORDEAUX, HAVRE,
DUNKIRK, & ANTWERP. (ON APPLICATION)

For further particulars, etc., apply to

COGNITION-TRANSIT-
REPRESENTATION:
Telephone 740.

A. JOHARD,
Agent,
Queen's Building.

DOUGLAS STEAMSHIP CO., LTD**HONGKONG AND SOUTH CHINA COAST PORT SERVICE**

REGULAR SERVICE of Fast High Class Coast Steamers having good
accommodation for First-Class Passengers, Electric Lights and Fans, in staterooms
aloft and excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Overseas 9/100 10/100 Days)

HAIPHONG ... Capt. W. C. Passmore ... Friday, 4th Aug. at 1 p.m.
HAIPHONG ... Capt. J. S. Thomson ... Tuesday, 8th Aug. at 1 p.m.

Arrival and Departures from the Company's Wharf (near Blake Pier).
For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO
General Manager.

YAMASHITA KISEN KAISHA

(THE YAMASHITA S.S. Co. Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE

BETWEEN

KEELUNG, HONGKONG & HAIPHONG.

Sailing from Hongkong.

FOR HAIPHONG via Hekow & Pakhoi

1. "TAIKWA MARU" ... on or about 4th Aug.

FOR KEELUNG via Swatow & Amoy

1. "HOZUI MARU" ... on or about 4th Aug.

For further particulars, please apply to—

S. MITARAI

Branch Office:
No. 27, Bank Street, West
Tel. No. 155.

Top Floor, King's Building,
Tel. No. 140.

P. & O. British India**Apcar and****Eastern & Australian****Lines**

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES,
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY**DIRECT ROYAL MAIL STEAMERS.**

(Under Contract with H.M. Government.)

S.S.	Tonnage	From Hongkong (about)	Destination
"SICILIA"	6,702	19th Aug.	Spain, Penang, Colombo & Bombay
"SARDINIA"	6,518	16th Aug.	Marseilles, London & Antwerp.
"JEYPORE"	6,518	29th Aug.	do.
"DEVANHA"	6,093	30th Aug.	do.
"NOVARA"	6,850	13th Sept.	do.
"MACEDONIA"	10,912	27th Sept.	[Bombay, Marseilles, London & Antwerp.
"KALYAN"	8,887	11th Oct.	Marseilles, London & Antwerp.
"DONGOLA"	8,065	25th Oct.	do.
"KHYBER"	9,000	8th Nov.	do.
"NANKIN"	7,000	22nd Nov.	do.
"KARAKALA"	9,000	6th Dec.	Bombay, Marseilles, London & Antwerp.
"KASHGAR"	9,000	20th Dec.	Marseilles, London & Antwerp.
"PLASSY"	7,300	3rd Jan., 1923	do.

BRITISH INDIA - APCAR SAILINGS**EASTERN & AUSTRALIAN SAILINGS (South)**

Frequent connections from Australia with the following—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. [San Francisco, etc.]
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

"SICILIA"	6,702	5th Aug., noon.	Shanghai only.
"EASTERN"	4,000	2nd Aug. 11 a.m.	Mei, Kobe & Yokohama.
"GREGORY APCAR"	4,849	8th Aug.	Shanghai & Kobe.
"NOVARA"	6,850	12th Aug.	Shanghai & Japan.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Hongkong must carry their own Hotel expenses at Singapore while awaiting the on carrying steamer.

First Class Passengers may travel by R.M.S. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the cost of their P. & O. Tickets Singapore to Calcutta.

All cabins are fitted with Electric Fans free of charge.

Passengers not more than 24 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Further Information, Passage Rates, Freight, Handbooks, etc., apply to—

† Cargo only.

MACKINNON, MACKENZIE & CO.,
32, Des Voeux Road Central, HONGKONG. Agents.

O. S. K.**SAILINGS FROM HONGKONG SUBJECT TO ALTERATION**

LONDON, HAMBURG, ROTTERDAM & ANTWERP, MARSEILLES—

Monthly direct service via Singapore and Pen. Sailed Monday, 14th Aug.

BURMESE AIRS—SIO DE JANIRO, HANTON, DURBAN &

LAKE TOWN via SAIGON & SINGAPORE. PASSENGER SERVICE

"GAND MARU" ... Tuesday, 22nd Aug.

BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE

"HONOLULU MARU" ... Tuesday, 8th Aug.

SAIGON, BANGKOK, & SINGAPORE—Regular monthly Passenger Service.

"BUSHO MARU" ... Friday, 1st Sept.

CALCUTTA—Fortnightly service via Singapore, Penang & Bangkok.

"ANNAN MARU" ... Saturday, 5th Aug.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Odessa—Taking

cargo to OREGON & PORTLAND U.S.A. & CANADA—Passenger Service.

"MANILA MARU" ... Saturday, 5th Aug.

NEW YORK via PANAMA—Regular weekly service via Japan Ports, San Francisco

Panama and Cuban Ports.

"HAGUE MARU" ... Saturday, 12th Aug.

NEW ORLEANS LINE via SUEZ.

"SUMATRA MARU" ... Thursday, 28th Sept.

JAPAN PORTS—Kobe & Yokohama via Shanghai

"ALTAI MARU" ... Sunday, 3rd Sept.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommoda-

tion for 1st and 2nd class passengers.

"ONSHU MARU" ... Sunday, 6th Aug.

"KAIYO MARU" ... Every Sunday, Noon.

or "AMAKURA MARU" ... Thursday, 10th Aug.

TARAO via SWATOW & AMOY

"BORHU MARU" ... Thursday, 10th Aug.

Tel. No. 4050.

Y. YASUDA, Manager.

Telephone 2455.
Telegrams (Karasimino)

C. N. C. CHINA NAVIGATION CO., LTD.**SAILINGS SUBJECT TO ALTERATION**

For	Steamer	To Sail
AMOI & SHANGHAI	"SUIFANG"	On 4th Aug.
HONGKONG & HAIPHONG	"KAIFONG"	On 4th Aug. D.L.
SHANGHAI & TSINGTAO	"SHANTUNG"	On 5th Aug. 4 p.m.
SWATOW & AMOY	"KIANGCHOW"	On 7th Aug. 9 a.m.
SWATOW, SHANGHAI & TSINGTAO	"KIANGCHOW"	On 8th Aug. 3 p.m.
SWATOW & BANGKOK	"KAYING"	On 8th Aug. 3 p.m.
WEIHAIWEI, CHEFOO & TIENSIN	"KUEICHOW"	On 8th Aug. 4 p.m.
AMOI & SHANGHAI	"BOOCHOW"	On 10th Aug. 3 a.m.
SHANGHAI & TSINGTAO	"LANCHOW"	On 12th Aug. 4 p.m.
MANILA, CEBU & ILOILO	"TAMING"	On 12th Aug. 4 p.m.

SHANGHAI LINE—PASSENGER, MAIL and CARGO
Excellent Saloon accommodation and ships. Fast in Suez and
State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three
times weekly) and Tientsin (weekly), taking cargo on through bills of lading to all
Yokohama and Northern China Ports. Passengers are landed in Shanghai, avoiding
the inconvenience of transshipment at Weichow.

BANGKOK LINE—Weekly service to and from Bangkok via
Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE
(JOHN SWIRE & SONS, Ltd.), Agents.

TELEPHONE 25.
CARGO & PASSENGER CAN BE SECURED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS

SAILINGS SUBJECT TO ALTERATION.

Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Manila & Australian Ports
"CHANGSHA"	5th August.	10th August.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply
of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light
throughout and Electric Fans in the State-rooms. A daily qualified Doctor is carried.
Outward Pass. Cargo booked through to all Australian, New Zealand & Trans-Pacific Ports.
For freight and passage apply to— BUTTERFIELD & SWIRE
(JOHN SWIRE & SONS, Ltd.), Agents.
Telephone No. 25.

SIAMESE STEAMSHIP CO., LTD.**SAILINGS FROM HONGKONG**

FOR	STEAMER	TO SAIL
"DORN SAMUD"	BANGKOK	August 4th.

For further particulars apply to
Messrs. BUTTERFIELD & SWIRE
(JOHN SWIRE & SONS, Ltd.), Agents.
TELEPHONE 24.

PACIFIC MAIL S.S. CO.

MANAGING AGENT, U.S. SHIPPING BOARD

EMERGENCY FLEET CORPORATION.

TRANS-PACIFIC SERVICE

Freight and Passengers

Fare to European Ports US\$ 820.50 First Class

Through.

AMERICAN STEAMERS

SAN FRANCISCO via SHANGHAI, KOBE, YOKOHAMA and HONOLULU.

S.S. "PRESIDENT LINCOLN" ... LEAVES HONGKONG ... ARRIVES SAN FRANCISCO

S.S. "PRESIDENT LINCOLN" (formerly "HOOPER STATE") ... Aug. 23rd ... Sept. 14th.

S.S. "PRESIDENT CLEVELAND" (formerly "GOLDEN STATE") ... Sept. 18th ... Oct. 5th.

S.S. "PRESIDENT WILSON" (formerly "EMPIRE STATE") ... Oct. 4th ... Oct. 26th.

"Sailings and Fares Subject to change without Notice."

HONGKONG-CALCUTTA SERVICE

SINGAPORE, PENANG, BANGKOK and CALCUTTA

S.S. "LAKE PAUL" ... Aug. 9th, Daylight.

TAMPA INTER-OCEAN S.S. CO.

For HAVANA, NEW ORLEANS, NEW YORK

S.S. "HEFFRON" ... Aug. 19th.

S.S. "VICTORIOUS" ... Aug. 30th.

For full information regarding rates, etc., apply to—

PACIFIC MAIL S.S. CO.

Telephone 141. Cable Address "BOLANO." Union Building, Hongkong.
AGENTS AT CANTON—KEISS & Co.

DODWELL & CO., LIMITED.**REGULAR SAILINGS TO NEW YORK & BOSTON**

for NEW YORK & BOSTON

1. "EGREMONT CASTLE" ... sailing on or about 8th August.

2. "DACHE CASTLE" ... Middle of September.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT,
BLACK SEA & DANUBE PORTS.

PIUMI having been re-opened for traffic, cargo is also accepted for this port
on through Bills of Lading.

FOR SHANGHAI

1. "TRACIA" ... sailing on or about 19th August.

FOR BRINDISI, VENICE & TRIESTE

1. "TRACIA" ... sailing on or about 5th September.

Passengers' Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA to SOUTH AFRICAN PORTS

1. "UMONA" ... sailing 20th August.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED.

Agents.

